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Cycle News

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WEST
America's largest and most complete weekly motorcycle newspaper

Mark Blackwell took 14th Overall at Top American in the Trans-AMA Series.

Corona Noise Case Thrown Out of Court

By Elaine Jones

CORONA, CAL., Nov. 30, 1971 — The trial of Corona Raceway owner, Felice Lipari, on charges of creating excessive noise ended before it got started when Judge Howard Crandall dismissed all ten misdemeaner criminal counts.

Crandall, a retired Los Angeles judge sitting in place of Conona Municipal Court Judge J. William Moreland, dismissed five counts of creating a nuisance and five counts of failure to abate a noise nuisance.

He took the action on a motion by defense attorney J. David Hennigan of Riverside.

Hennigan based his motion on the fact that the owner of the raceway had not been served with citations directing noise abatement. Instead said Hennigan, Corona Raceways Incorporated had been served.

Lipari has leased the track to the corporation but remains the legal owner of the track. Since he had not been served, he could not be held liable for the alleged violations.

Judge Crandall, filling in for Mortland after his disqualification on a challenge by the defense, took Hennigan's motion under advisement shortly after the trial started Monday and made his ruling Tuesday morning upholding Hennigan's claims.

Judge Crandall said Lipari couldn't be held responsible for a nuisance created by a tenant.

Judge Crandall also stated he felt the whole matter was political and should therefore be settled in the City Council or by the Board of Supervisors instead of court.

Hennigan also raised another point referring to the Code of Civil Procedure: Use according to ordiance. 731 A Nuisances: Uses in industrial or commercial zones; restriction on right of abatement. In part this reads:

"Whenever any city, city and county shall have established zones or districts under authority of law wherein certain manufacturing or commercial uses are expressly permitted, except in an action to abate a public nuisance brought in the name of the people of the State of California, no persons or persons, firm or corporation shall be enjoined or restrained by the injunctive process from the reasonable and necessary operation in any such industrial or commercial zone of any use expressly permitted there-in, nor shall such use be deemed a nuisance without evidence of the employment of unnecessary and injurious methods of operation."

The first round is over with Corona Raceway seemingly the winner. Whether it goes any further depends on Riverside District Attorney Byron Morton. If he decides to file against Felice Lipari the fight will begin again.

SUZUKI CLIMAX

By David Swift

IRVINE, CAL., Dec. 5, 1971 — Weary from three months incessant Sunday madness, the Trans-AMA motocross drew to a close today with three Belgiums, on three Suzukis, hoarding the first three positions.

Roger DeCoster won his third of the last four races today, nearly sweeping the 500 International Class. This can be considered normal behavior for the 500 World Champion.

The first moto saw the Lone Teuton, Adolf Weil, stuck with the task of fending off nagging Suzuki triumvirate DeCoster, Joel Robert, and Sylvain Geboers, with partial success. Leading the pack, Weil rode his heart out to keep ahead of the legendary Robert. Joel didn't pass him with an artsy maneuver in a corner but opted to do the trick with sheer horses, pulling Adolf's Maico on the long uphill adjacent to the starting area. The German ace still kept up the powerful pace, for next in line was DeCoster.

(During the world motocross campaign in the Continent earlier this year, Weil held the point lead by virtue of consistency. DeCoster, after sorting out his new Suzuki, upped and snatched the lead from him late in the season to win the crown.) And now they meet again:

DeCoster closes on Weil, but Adolf is ready. Both have the horsepower and ability, but the most important part of the race is fought under the helmet. While brain waves zap each other like little lightning bolts, Roger nudges to Adolf's inside as they enter a set of switchbacks. *Move over, Adolf.* Many riders would have lost their line but Adolf retaliates with precision. By tightening up his line and applying

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Mike Haney (rt.) fits a No. 1 plate to 250cc Series Winner, Tim Hart's bike. Hart is sponsored by Bob Bailey's Cycleland.

RESULTS

500 INTERNATIONAL		
Roger DeCoster	2, 1, 1	Suz
Joel Robert	1, 2, 3	Suz
Sylvain Geboers	4, 3, 2	Suz
Adolf Weil	3, 4, 9	Mai
Dave Bickers	5, 5, 6	CZ
Andy Roberton	x, 6, 4	Hus
Vic Eastwood	8, 8, 5	AJS
Mark Blackwell	9, 9, 7	Hus
Gary Jones	6, 24, 8	Yam
Gaston Rahier	10, 8, 22	CZ
Willi Bauer	7, x, x	Mai
Sal DeFeo	12, 10, 13	CZ
Brad Lackey	11, 23, 10	CZ
Kent Ohlin	16, 12, 11	Hus
Peter Lamppu	14, 13, 15	Mon
Jim Cooke	13, 14, 16	CZ
Bill Silverthorn	15, 17, 12	Hus
Bill Clements	x, 11, 14	Hus
Mike Runyard	17, 16, 17	Mon
Pierre Karsmakers	x, 15, x	Hus
250 NATIONAL		
Werner Schutz	1, 1, 2	Mai
Doug Grant	3, 2, 5	AJS
Tom Rapp	6, 5, 1	Bul
Tim Hart	2, x, 3	Mai
DeWayne Jones	4, 4, 8	Yam
Ron DeSoto	5, 6, 9	CZ
Lars Larsson	10, 11, 4	Hus
Jim Wicks	11, 7, 6	Mai
Gary Chaplin	x, 3, x	Mai
Joe Castango	8, 10, 7	Mai
Bruce McDougal	7, 9, x	Yam
Rob Norgaard	13, 18, 10	CZ
John Marony	12, 12, 19	CZ
Mike Cram	15, 14, 13	Mai
Bruce Baron	9, x, x,	Ste
Chris Carter	19, 16, 14	Yam
Scott Hendrickson	x, 15, 16	Bul
Steve Scott	x, x, 12	Bul
Bill DaPrato	x, 19, 15	Hus
Hank Bessett	18, x, x,	Hus

Overall Series Winner: Sylvain Geboers.

BSA Drops Team; Mann, Romero Kept

In a joint announcement, Denis McCormack, President of BSA, and E. W. 'Pete' Colman, Vice President, stated "...The Directors of The Birmingham Small Arms Company have adopted a new policy for 1972 and hope to encourage more private entries in professional competition. We will continue to make tuning information available as it is developed in our Racing Department. We also have a supply of parts in production for our three-cylinder BSA and Triumph road race models. Triumph and BSA dealers will soon be in a position to sell A.M.A.-approved frames, forks, tanks and brakes, as well as other special racing parts which do not require A.M.A. approval.

"Cams, valves, valve springs, gears, sprockets and technical booklets covering the preparation of BSA/Triumph models for all types of competition are also being produced. The booklet may be obtained by writing direct to our National Technical Center, P.O. Box 275, Duarte, California 91010.

"We will not field racing teams during the 1972 season; however, it is expected that Dick Mann will be racing BSA motorcycles and that Gene Romero will continue to ride Triumphs.

"Contingency awards will be paid to any rider of a Triumph, BSA or Rickman motorcycle who places first, second or third in any Professional National Championship. We will also pay a bonus of $10,000 to any rider winning the Grand National Championship scoring all points while riding a Triumph, BSA, or Rickman."

CYCLE NEWS
2499 Cerritos Ave.
Newspaper
Long Beach, Ca.
90801 (213) 427-7433

the latest poop

By Papa Wealey

OK, fellas, you'd better sit down on something solid for this one and brace yourself for the blow...RICK BAILEY pulled out all the stops in last weekend's Barstow-to-Vegas Hare & Hound and won the 250cc Novice class on a Yamaha DT-1. That's not too surprising until you find out that the Tuesday prior to the race he *rented* the machine from Clayton Enterprises of North Hollywood, Calif. He told the proprietors of the all-dirt bike rental shop his intentions and they were, of course, a wee bit skeptical of the endeavor. So, they charged him $100 for the rental and $100 additional for damages they expected. When he returned the bike Sunday afternoon, it was cleaned up without any scratches or dents; it ran perfectly. He had finished at 2:10 p.m. and he never went down. "I did, I'll have to admit, slide out while going through some deep sand," he told the renters. The rent-racer had more than 4,000 miles on it and wasn't set up any differently than any of the other models you can rent at the shop. Want to bench race this one? Drop by Clayton Enterprises, 12117 Burbank in North Hollywood or give 'em a call at 213/761-5131 and ask them if it's true – and while you're at it, ask them if they returned that $100 damages fee...

* * *

Bonneville is where you have to go for high speed record runs, right? It seems so now, but American Honda has its eye on another area which might suit their purposes ideally for the Honda Hawks' LSR attempt. Can't mention where on the planet it might be, but look for a breakthrough possibly in the very near future. Meanwhile, the Hawk itself is being modified extensively in Gardena, Calif., so that more visability can be obtained from the cockpit. Further, the dings are being repaired and a new paint job is scheduled. If nothing comes through on the other site, Honda hopes to return to Bonneville in January or February when, the records show, the area has its least amount of rainfall of the entire year – but it's cold...

* * *

Talked to DON BRYMER, Trojan Enterprises and promoter of them great Yamaha Silver Cup Indoor events across the country and he filled us in on the current situation. The Second Annual Madison Square Garden Indoor will be Monday night, Jan. 24, with all the same data as last year. That is the only confirmed event in the series. It seems that Jacksonville, Fla.; San Diego, Calif.; and Long Beach, Calif., events have been cancelled due to conflicting contract arrangements. We'll keep you posted on other Indoor Championships by Brymer as they become officialized.

* * *

Champion M/C's in Costa Mesa has lost its Service Manager, JAY STANKEY to Orange Coast College campus. Mr. Stankey is scheduled to teach a new motorcycle repair course at the school.

* * *

BATES LEATHERS had a big year in contingency in 1971 but they will probably revamp the program in some way for next year for two reasons (at least). One AMA star won a National this year and claimed he was wearing Bates Leathers, but they were a few years old. Seems they sent the man the check and he turned around and bought a pair of new leathers from, yup, another company. Then there's the other rider who started the year on Bates, sent a pair over to England and had them duplicated and still claims they are Bates...awe, yes, contingency money speaks out...

* * *

Northern California speedster JOHN GENNAI will ride a Yamaha twin for A & A Motors in the coming 1972 season says JOHN CLAUDINO, owner of A & A and the tuner that brought much fame to Novice SCOTT BRELSFORD. Brelsford has signed with brother Mark to ride for Harley-Davidson as a Junior.

Gennai will go after the record set by Brelsford this past year at Ascot, Corona (if its is running), and other tracks around California and the West.

* * *

SUPER JOE EINHORN will do his best at the Cycle Circus at the Cow Palace Dec. 11, to beat the recent indoor record of 14 cars set by EVEL KNIEVEL at the Portland Coliseum. Einhorn spent much of his last trip to the Cow Palace measuring just what it would take to make 14-cars successfully and then give a try at 15 for the night performance. Super Joe's problem will be in getting up enough speed from the parking lot in front, through the entrance doors, down the ramp, up and over and then stopping in a very short distance in the pits. Knievel made a very good jump in Jan. '70 but missed the concrete wall by inches in stopping. "That's OK," said Joe, "I can handle it."

* * *

Lovable MIKE JACKSON and H. SPOONS played Rowan & Martin to the cast of characters assembled for the Laugh-In Trials at Saddleback, Thursday. Tongue firmly clenched in cheek, we struggled like Blue Maxted to break our handicap but wound up talking like thith. Seen laughing at various antics on the course were DICK MANN, Fed Head DOUG THOMS, perpetualflying fickle award winner TONY MURPHY, MIC prez E. W. (Wolfgang) COLMAN and the Fun Couple from Sunny Spain, JOE & POOKIE QUADE...veeery interesting.

* * *

The sign outside Filthy McNasty's night club on Sunset Strip read NOW APPEARING, EVEL KNIEVEL JUMPING 19 GIRLS. Inside we found the great daredevil himself, tricked out in lace shirt and red trousers surrounded by starlets. Between bursts from a musical group called, I think, The Expansion Chambers Bros., we learned that Evel plans to "milk the canyon jump for all it's worth," meaning he'll postpone it as long as possible. He'll attempt to jump another number of cars in San Diego Dec. 30, and in Atlanta, Ga. on June 4, 1972.

* * *

J.C. AGAJANIAN'S shop in Gardena, Calif., is building a 250 Suzuki by sleeving down a 400. Maybe strokers are coming back, after all. (We wonder how many 250 competitors are going to blow ten dollars in protest fees before they get hep to it.) Should be good for the mud...

* * *

Last week at Carnegie Cycle Park in Livermore, Calif., several riders complained that WERNER SCHUTZ should not be allowed to ride in the National Class of the Trans-AMA, mainly because he is still a European in their book, even though he's listed as being from Southern California. Nobody protested. Sunday at Saddleback, the grumblings were again heard about the Maico rider but again nobody officially protested. We, too, wonder about the advisability of this occurring in the future. How 'bout it AMA, is it legal for a foreign rider to compete in the National class after just a brief residency in the U.S.?

* * *

The April 29 scheduled National for Phoenix, Ariz., will more than likely be moved to another site, either Miami, Fla., or Atlanta, Ga. It may also be moved up one week to fall on April 23. The purse will remain at $12,000; only the site will be changed. More complete details next week or when they become available. All other Nationals appear to be firmed up.

* * *

BRAD LACKEY crashed his van in Arizona after the Tulsa Trans-AMA a few weeks back. After the insurance settlement, Brad sold it to DAVE BICKERS, who will happily ship it back o England. The fine custom paint job ought to cause some excitement there.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

1st SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. – Motocross – all classes 8 a.m. practice – 10 a.m. start – $2.00 gate entry – $2.00 race entry with membership, $2.50 without membership. Effective Nov. 1, silencers required at all events. Info – (714) 247-7473 (eves.)

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Silencers required. Off Hwy. 71 in Elsinore, Calf.

EVERY FRIDAY NIGHT

U.S.R.C. Night Motocross, El Toro Speedway. $5 Post entry, 3 number plates, U.S.R.C. membership required. Gates open 4:30 pm, first race 7:30 pm. Cash for Experts, trophies for Juniors and Intermediates. General admission, $2.50, Service men $1.00, Junior Admission $1.50, kids under 12 free. For further information: (714) 557-7933.

EVERY SUNDAY AFTERNOON

U.S.R.C. Short Track and TT, El Toro Speedway. $5 Post entry, $2 additional entry. U.S.R.C. membership required. Pit Gates open 12 noon, first race 2:30 pm. Cash for Experts, trophies for Juniors. General admission $2.50, Junior admission $1.50, kids under 12 free. For further information: (714) 557-7933.

Ride Silent...

RIDE WITH THE BEST

RIDE CMC EVENTS

motocross

AT

Dec. 12th – Carlsbad
19th – Saddleback

Jan. 2nd – Saddleback
9th – Carlsbad (Anniversary Series)
16th – Saddleback

SILENCERS MANDATORY AS OF JAN. 1, 1972

$5 mail entry – $10 post entry. Mail entry closes five days before event. C.M.C. license and 3 number plates required. Gates open 7:30 – sign-up closes 9:00 AM – racing starts 10:00 AM. Mail entries to C.M.C., P.O. Box 1402, Costa Mesa, CA 92626.

SADDLEBACK park

Open 7 days 8-5 (714) 639-5832

SRA
European Scrambles
Dec. 19
20% Trophies plus Finisher Pins
$5 Entry
First Race 8 am
Limed 7 miles North of Adelanto
Info: (213) 370-8234 or (714) 735-4641

calendar

CALENDAR items are printed free as a public service. Mail listing to CALENDAR EDITOR, CYCLE NEWS, Box 498, Long Beach, CA 90801. CYCLE NEWS is not responsible for incorrect information.

TUESDAY, DECEMBER 7

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, DECEMBER 9

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

DANCE with the Desert Turtles. Pick up trophies, among other things. Mayflower Ballroom, 234 Hindry (at Manchester), Inglewood, Ca. Admission by D-37 card.

CHANGES/ADDENDUM

MOTOCROSS at Dead Man's Point December 19 has been CANCELLED. Christmas vacation.

The Bakersfield Cycliers have been forced to cancel their December 19 race because of lack of ground.

"CYCLE CIRCUS", Cow Palace, San Francisco, Ca. Stunts, jumps, daredevil acts, and other unique forms of behavior. Two shows, 2 and 8 pm. $5.50 box seats, $4.50 reserved, $3 general adm. Kids get in half price at 2 pm show.

ATTENTION CLUBS, PROMOTERS, AND RACE FANS IN GENERAL: All listings that appear on a REGULAR basis in the free Calendar column will be discontinued at the end of the year. Please renew these as soon as possible so the Calendar Editor can get his file together in time for the 1972 onslaught. Box 498, Long Beach, CA 90801.

FRIDAY, DECEMBER 10

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

CMC MX, Lions Drag Strip, Wilmington, Ca. San Diego Fwy at Alameda. Sign by 6:30 pm. Start 7:30 start. $5 entry.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

INDOOR SHORT TRACK, All American. San Jose (Ca) Exposition Bldg. Sign 4:30-6:30. Silencers. 3 plates. 415/322-1514.

SATURDAY, DECEMBER 11

INDOOR SHORT TRACK, Glen Co Frgnds, Orland, Ca. Championship series. 8 pm. Sielcers. 415/453-0731.

AUNT DINAH'S QUILTING PARTY at Sid's Blue Beet, Newport Beach,Ca. Cloud reigns.

SHORT TRACK, San Jose Frgnds, Exposition Bldg., San Jose, Ca. $600/40% purse. 8:30 pm.

MINIS, SCPAL. Santa Clara Motor Sports Center, Lafayette & Mt. View-Alviso Rd. $2.50 class. Membership $10 year; $15 non-residents. Paul Balfour, 873 Benton St., Santa Clara, CA 95050.

SUNDAY, DECEMBER 12

MX, Lompoc Slo-Pokes. Spillway Park, nr Santa Maria, Ca., Jct. 166 at Broadway. D-35 pts. 10 am. Camping. $3.50 post, $1.50 gate. 805/736-6362, 735-1177.

MINIS, SCMB&KA. Saddleback Park, Ca. $2 gate, $2.50/class, $4 non-members. Box 1455, Huntington Beach, CA 92647. 714/548-0269, 646-6025.

MX, Goose Hollow Unltd. 22 mi W of Salem on Hwy 22. Penton series. $5 post. CMC card. 10:30 am. Box 845, Salem, OR 97308. 503/364-0461.

CMC MX, Carlsbad (Ca.) Raceway. $5 mail (10/26), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Arizona Desert Raceways. 10 am. $5 entry, $1 watch. Cash. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

EUROPEAN SCRAMBLES, Band of Gypsys. Limed from Bell Mt. turnoff. Novs. & beg. 10 am. $3 post.

EUROPEAN SCRAMBLES, HDRA. 7 mi N of Adelanto, Ca. on Hwy 395. 9 am. $4. 714/247-7473.

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AN EVENING WITH *Mick Andrews*

By Ron Schneiders

It was nearly dark down behind the hill whose flank is scarred by the Matterhorn hillclimb. A dozen people stood around or sat on motorcycles as Mick Andrews' Ossa approached the hill, wound out in fourth gear. For a bike moving fairly quickly, the sound was almost ridiculously low. The low-speed bike sailed over the jump near the bottom, and everything bottomed out when it landed, 30 feet later. Mick fought briefly for control but didn't back off the throttle. Incredibly, he kept going, farther and farther until he seemed a scant few feet from the top. Finally the bike shuddered to a stop, growled as Mick tried to force it on, and flipped over backwards, dumping Mick 25 yards down the hill. Mick scrambled back up the hill, fought to get the bike pointed downhill and rode back down. He tried again. And again. Finally, after about eight futile attempts to climb the hill, he said, "Now I'll ride down."

He and Bob Nickelsen went to the top of the hill by road, looked briefly down the Matterhorn, which looked a lot more like a cliff than a hill from the top, and as he had said, they rode down. They didn't lose any marks either. It was the end of a long day during which he had had two trials classes.

The next day was just about the same, except for one difference. One of the Ossa people met him at the bottom of the hill with an Ossa Stiletto. Mick went to the top on the first try, but he had to paddle a bit. The crowd at the bottom cheered and good-naturedly held up three fingers: a three. Mick came back down and tried again. This time the crowd gave him the closed fist: a clean. The first man to go over the newly cut Matterhorn was a trials rider.

As a trials rider Mick Andrews seems to have a somewhat different concept of his profession than most Americans, who would define the trials rider as a man who rode over very difficult terrain at slow speed with complete control. I think Mick Andrews would define a trials rider as one who had the ability to travel any terrain whatever at any required speed with complete control. Certainly the definition fits him. He has not only won the title, "World Trials Champion" by winning outright six out of ten rounds of championship trials, he also won a gold medal in this year's ISDT, and competed rather successfully in three championship European "enduros". He has done well in motocross and is looking forward to riding some of our more interesting American events, The Mint 400, the Baja 1000 and the Berkshire Trials race. Interesting ambitions for a trials rider...

Chuck Clayton, Cycle News publisher, and I, met Mick, his wife Liz and Cal Creft of Ossa for a couple hours of conversation over brandy at the motel where they were staying. The occasion was the 2nd round of the California State Trials Championship. Mick and Liz were very fashionably dressed in Mod-London style, and Mick in particular reminded me of Antonioni's Photographer-hero of Blow-up who first appears as a grimey workman leaving a Birmingham factory. Mick, in the field, wears blue coveralls and looks somewhat more like a mechanic than a world champion. Chuck and I, by comparison, more than did justice to California's shirt-sleeve tradition.

Mick works for Ossa in Spain as an engineer. I asked him he did the design

work on the Ossa trials bikes. "No, I work at it from the other end," Mick said. One might call him a re-design engineer. Many of his hours are spent testing the bikes. Recently he has been working on the Ossa Pioneer, so I would guess we'll see some changes in that model before long.

Along with his normal duties for Ossa, testing and winning trials, Mick also goes on goodwill tours such as this one each year, conducting trials schools, visiting distributors and such. We asked him how the American trials riders were coming along, compared to the Europeans such as himself. "I was really impressed," Mick said, "When I came here two years ago, things were just beginning, more or less. Since then there's been a very big improvement." Chuck asked if the quality of equipment that we have here is comparable to what they have in Europe.

"No, the riders here have got better equipment than they have over in Europe. Here they all seem to have new equipment."

It seemed like time for a provacative question, so I said, "You say the trials riders are good here but I saw the best of them last week at your trials school and there wasn't a one of them could clean any of the sections that you laid out. It would seem to me that they've got a long ways to go before they're up to European standards."

"They've got a hell of a long ways to go, but they're coming along nicely. I think some European competition wouldn't hurt. They should get to Europe."

"Bob Nickelsen was telling me that they've got to get going and ride some longer things to develop some endurance."

"Yes a lot longer sections and a lot more difficult for longer periods when you get into the section. A 100-yard section which is difficult all the way through. Keep riding it and riding it until you're worn out and you still keep going."

I asked Mick if he would predict the winner of the trials that was to be held the following day, the 2nd round of the state Championship. "I think Lane Leavett," Mick said, but he added, "I think Bob (Nickelsen) is the best rider from California, the best overall rider. He's been riding enduros and he's off-form you see." Mick's prediction was correct: Lane won, Bob came in fourth.

Mick is completely candid. You don't get that feeling with him that you do with many professionals that you're being "put on" as soon as you wander a bit beyond your depth. Chuck and I both tried to find out what the new Ossa trials bike would look like. Mick wasn't alking on that subject other than to say it would be completely different, that it would not look like any other trials bike now in production. He was obviously very happy with the design and prospects for the new Ossa bikes however. Materials were something else. I asked if the new trials bikes would have the light, steel-tubing frames.

"The frames will be the same as on all Spanish bikes, water pipe." Mick said rather wryly.

Cal Creft winced and said, "I wish you hadn't said that."

Mick has had more than his share of problems with promoters and officials during the last year.

"See, we went to the Mint this year and got refused. I think it was even down in the program. Something about the AMA and the $50 for the sanction. The Mint wouldn't pay for the sanction."

"You can't ride unless the event has an FIM sanction?"

"No. I'd get suspended." Ossa already had the motorcycles over here when they found out Mick wasn't going to be able to ride.

Mick's problem with the Mint was nothing, though, compared to the international squabble he became involved in over the 6-Days Trials. As an Ossa factory rider, Mick naturally wanted to ride an Ossa in the Trials and he was counting on riding on one of the club teams. As a British citizen he is not eligible to ride for Spain. But with Britain virtually out of the motorcycle manufacturing business, she found herself short of good riders for the Trophy Team so Mick was "requested" to ride a Cheney Triumph on the Trophy Team.

"It was blackmail, this year," Mick said, "The English said 'We want you to ride on the Trophy Team' and this year, to ride on the Trophy Team you have to ride a Triumph. My contract says I can't ride any other machine but Ossa. So they said, If I don't ride on the Trophy Team, if I don't ride a Triumph, they won't accept my entry in any other class. So I would not ride anything at all. Then they said they could make it awkward for me in Europe. That type of thing. So I told this to Ossa and they said, "Okay we will release you from your contract (for the event)."

The situation caused Mick to go through quite a bit of unnecessary pain. He had a fairly serious back injury that had been giving him periodic trouble and it started hurting shortly after the trials began. But because of the circumstances under which Mick had been coerced onto the team, he couldn't just quit, and say his back was hurting him. They'd think it was just an excuse. He kept hoping each day that the bike would break, but it didn't and he won a gold medal for Britain.

Of course the most important events for Mick Andrews are the championship trials rounds and there were rules hassles in that competition, too. "You see, after the first four events I had won the championship. I couldn't lose because I had won three and been second in one. Then halfway through the season — the championship season is 90 days — it's five out of nine. Then they said, 'We'll add an extra one' so I had to go for another one, six out of ten. I was a bit disappointed in that respect. If you set regulations where it's five out of nine, five out of ten...'" But it didn't matter much. He won the last round, too. Mick felt that the toughest event this year was the Spanish round, the one that Bob Nickelsen and Kevin Walker rode.

Age is usually a prime concern of any professional athelete and Chuck asked Mick, indirectly, for his thoughts on the subject. Mick had said that Sammy Miller had come out of retirement, as of the latest reports.

"Would that seem to indicate that there isn't any age limit for a trials rider to be competitive in Europe?" Chuck asked.

"I think you can be competitive as long as you're fit and you feel young. We've got good trials riders who are 40 years old. It's like motocrossing. Dave Bickers and Jeff Smith, they're in their 30s and they still go very well. If the good riders have a bad day then Bickers and Smith, they're always there. And particularly in enduro riding, I think the older guys are better because of experience. Like in the Six Days, they're best from 28 to 38, maybe even 40."

One of Mick's most interesting comments was on the subject of "kiddy racers". "I'm glad I didn't start before (16). I think you can get completely seized up with bikes if you start early. By the time you're 18 or 19 you're finished with them. You have no interest left."

Chuck said, "I take it you've noticed the kiddy racers around here?"

"Yes, they ride really well, but I don't think they'll be around when they're 19 or 20. I know a lot of guys in England (who) at 16 and 17 are really good riders. But by the time they're 19 or 20, they're nowhere to be seen. In fact if they are around, they're no better than what they were then. It's really strange how it works, isn't it?"

Mick and Liz haven't started on a family yet. According to Liz, "We haven't got time, yet." According to Mick, "We haven't found the way yet. We're still learning." Their home is in England, but they don't get to spend much time there.

"I spent about eight weeks at home this year. We're going to arrange things differently entirely next year, spend more time in Spain and Europe."

Liz says, "Really?"

"Yeah, where the weather's hot." He laughed, then said, "No, we've got the house and everything so we have to keep popping back to see how things are going."

"Pay the bills...." says Liz.

"Oh, Christ, don't mention the bills!"

"Hardly worthwhile to maintain a house in England if you're only going to be there eight weeks a year, is it?" I asked.

"Yeah, but if we don't have a house over there, then who are we? We want to stay British, don't we Liz? They're giving us a hard time but we still want to stay English."

Even a World Champion needs a home.

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

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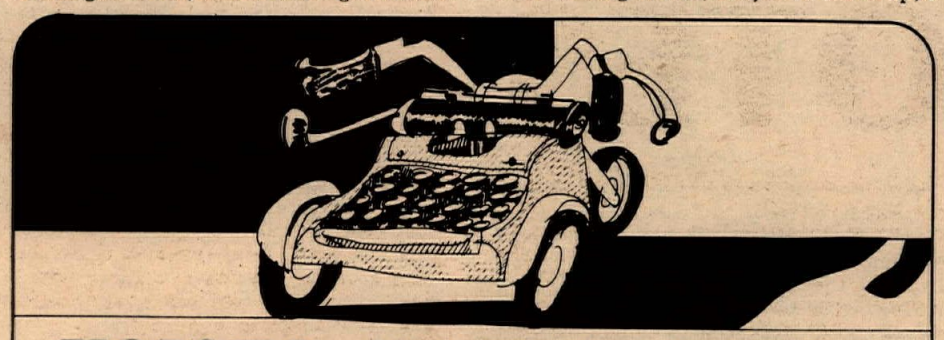


VOICES OF THE WEST

LEE LIKER

Your interview with Robert E. Lee was a masterpiece. An amazing piece of insight. The attitudes and thoughts of professional racers are so seldom tapped, and so often speculated upon.

LELAND R. HOUSE JR., M.D.
Hermosa Beach, Calif.

UNTHINKING KID

As I started the second loop of the Slo-Poke Enduro today at Fout Springs, I was riding on a graded road with a high bank on both sides and was hugging the right bank, doing about 35 mph. Some unthinking kid (about 15, I think – there wasn't time to look closely) hugging the same bank but going the other direction, came around a corner and froze at the controls when he saw me bearing down on him. I climbed the bank, did an endo on a large rock, took a sizable chunk out of the top of my helmet on another rock, and came to rest with my bike settling on top of me. If I had not accepted a crash by myself we would have met at a combined speed of near 70 mph. How heartbroken his parents would have been if they had gone home minus a son today.

The youngster was wise in not turning back to see if I was alright, because though I picked up a mild concussion and bruised shoulder, I'm sure I was well enough to shake some sense into him. He was probably too embarrassed to mention the incident to his parents but I hope they read this. All people who have kids who ride – please tell them not to ride too fast for conditions, to bear to the right (especially on blind corners), and that bad things happen when you ignore these common-sense rules while going the wrong direction on any competitive course.

GARY GRANATH
Oakland, Calif.

TO EVERYBODY INVOLVED:

It happened again Sunday (11-21-71) at the Dunes' Shady Glen course – at the start of one of the Open Expert motos. Some nut was riding the start area backwards, right when the rubber band was released. Two of the riders hit him – fortunately none of them were hurt. I've seen this happen at a desert race and at another motocross track. Another hazard along the same line is spectators hopping the fence and cutting across the course.

Most all of the motocross courses in Southern California have grown and really gotten to be out-of-sight places (especially Indian Dunes). Track safety and spectator control has improved quite a bit at all of the tracks – but if everybody; flagmen, racers, starters, spectators, etc. could get together a little more to keep incidents like this from happening – it would keep this great sport a little safer and more enjoyable for all!

JIM TAYLOR
Contempo Enterprises
Racing Division

GOOD SHOW

In the Barstow to Vegas run, I, as an honorary member of a District 37 club and motorcycle buff, was riding clean up for them.

I was picking up names, numbers and helping get some scooters to run. Soon the San Gabriel M.C. caught up to me. They were in my opinion, doing a unique job in their clean up work. So I just pulled out and went on my merry way. Helmets off to the San Gabriel Valley M.C. clean up crews.

A MOTORCYCLE BUFF

ACA-MX THANKS

We at Precision Cycle say thanks to the ACA, Bill and Wanda Jones, and their personnel for the 11-28-71 MX at Saddleback Park. Thanks also to Saddleback Park and the other riders. With that kind of course preparation, a schedule of events so well executed (20 minute motos all classes) and competition so keen and sportsmanlike we felt the need for a public acknowledgement.

E.C. BIRT
Precision Cycle Racing Team
Lawndale, Calif.

THE PETTY TOUCH

This past Sunday we ran our first motocross race at Beardsley, Arizona. It was a brand new track and I feel a very good one.

But what happened on the second moto of the 500cc Senior class is something I've never seen yet and I sincerely believe that no one else has around here either. Preston Petty was leading as usual, and a rider right behind him ran into his back tire and flipped end over end a couple of times. Preston literally jumped off of his Maico and let it fall. He ran back to the fallen rider to get his machine off of him, which could have save him serious injury. He then stayed with the rider until the ambulance arrived. Then and only then did he leave. In doing this generous act he lost $100 first place prize money. But in my opinion, he showed the rest of the riders, and the spectators, that we aren't all a bunch of win-happy maniacs, at any price.

From all of us in Phoenix, a very big "Thank You" to Preston Petty for his contribution as a super star in motocross racing and as a truly great idol and inspiration for many up and coming young motocrossers.

DELL OWENS
Dave's Kart & Cycle
Phoenx, Ariz.

FAN PIT FIT

Attending the Trans-AMA event at Puyallup Raceway Park on Nov. 21, we saw the great riding style and speed of Joel Robert, 250cc champion. The whole Suzuki team put on quite a show.

However, the show didn't end on the track; it continued in the pits. The Suzuki team manager was very rude to the spectators as was Robert. The crowd gave them plenty of room but were still shooed away and cursed at.

Whether the team isn't all "one big happy family" or the series has taken its toll, I believe the fans were cheated out of seeing a real world champion.

BILL H. HUGHES
Redmond, Wash.

PAY ATTENTION

I can't help but wonder when Dave Swift is going to learn how to report events as they actually happened – not as he might imagine they happen. Case in point: the California State Championship at Ascot; race in point: Novice Main.

Swift suggest that Shigemasa won the race because Horton could not stay in the groove, thus, lost it. Not so! As announced by the announcer, Tom Horton was center-punched in the north turn by Paul *(sic)* McCaul. McCaul took a banzai bead on Horton and smacked him dead center. To make sure Horton would go down McCaul gave his Ossa a quick turn to the right. McCaul, a true sportsman, tried to do the same thing to Shigemasa in the south turn but was unsuccessful.

All this non-professional conduct on McCaul's part was announced over the P.A. system while it was happening.

Come on, Swift – call them right! Or better yet, not at all!

PHILLIP W. SMITH
Lynwood, Calif.

JUST STEPPED OUT

I ran an ad in your paper and had a lot of response. Due to the effect of the response I received, my bike was stolen right out from under me. The so called buyer called twice Thanksgiving night. First to ask for the address and while I was waiting for the buyer to show up, I was in the garage working on the bike. About 1½ hours later, he called again and I left the garage unattended to give him the directions again. When I went back out the bike was gone. I suggest for anyone who is selling their bike to be more cautious than I was. When they call get their name, address and phone number and call them back. The bike that was taken was a '71 CZ, engine No. 9804000123 and I will pay $150 to any information leading to the recovery of this bike.

JOHN LUNA
213/542-4283

NAME THE BABY PRO

We're back again and in business with the "BABY PRO" contest and this week's contest is double trouble for you – as you see below. One of these twins is the one we're talking about, but we aren't gonna tell you which one...

"I run more races in the Southern California area because that's where I live...Next year I will be riding the AMA National Circuit – at least as many as possible – as an Expert (which doesn't mean I was a Junior this year, or does it?). Despite riding down here, San Jose is very dear to me, and so is Triumph. I'm a M.O.R.E. member by mouth only."

There you have it; some nifty clues about this week's "BABY PRO". Correct entries, one name per card or letter, received prior to Dec. 18, will be gently dumped into our huge vat located somewhere in the office and a Grand Drawing will be held Monday, Dec. 20, to arrive at the name of the winner, who will receive a neat little check for $5. Send as many guesses as you wish, but remember only one to a card or letter, to BABY PRO, c/o Cycle News West, P.O. Box 498, Long Beach, Calif., 90801. We suggest you do it early because the Post Office may think it is a Christmas Card (which they don't deliver until Dec. 26, it seems).

Next Week in Cycle News

DO YOU HEAR THE BELLS?

It's that time of year again (in case you didn't know) and Cycle News, too, has to get in on the act so next week will be our Annual Christmas Issue with some of the following items of interest to plan for:

...MOTO-GROSSI

Some brief looks at perhaps America's finest young motocrosser, Bob Grossi. Despite being forced out of competition for a total of six months in 1971, Bullet Bob still made more money than ever before, including $1800 at Knievel's biggie and $1000 at Hopetown. Bob's sidelined again, but still as determined as ever, and he is eyeing '72 hopefully.

...TRY PORTING

Part I of a two-parter regarding porting principles by Cycle News' resident cynic, Ron Schneiders. Taking time out from his District 37 hassles, Ron peers into the inner workings of machines and comes up with some hints, tips and interesting observations.

...THEN RON AGAIN

...Will be out in the field at Escape Country keeping a watchful eye on the trialers at the El Trials de Espana, a promotional fund-raiser by the American Trials Association which hopes to trek two of its top members to Spain next year for some first-hand international experience.

...DEPTHS OF YOUR PAST

Pete Szilagyi has just accumulated a vast amount of racing slicks (mags) from the past decade and he takes you on a trip with him through their yellowing pages. He has some whimsical and profound views of what motorcycling once was, and you can quickly see where it, and he, is leading to.

...PLUS THE REGULAR

Columns by binocular-eyed Karl "Papa" Wealey and the X-mas minded Maureen Lee will touch up your holiday spirits, getting you in the mood for Russ Sanford's personal gift to you from M.O.R.E. Don't forget Rod Breaker's Home Worshop which you'll definitely be thinking about when you brouse through the "New Stuff & Things for Cycles" section doing your last minute shopping. All this, plus the regular news which shapes the industry. Don't miss this issue, on sale Dec. 15.

scramblin' around

By Marueen Lee

For a few minutes this week I'm going to have to forsake my suit of armour and my soap box and don my District 37 officer's coat. That emblem of the "private club" Ron Schneiders calls our Sports Committee. I'm sorry I have to take a swipe at a fellow columnist, but you still haven't checked your facts, Ron, and speaking for myself personally, I'm not going to let you get away with attacking Ron Sloan. You'd make a lousy bird dog Ron, you backtrack like mad, pick up a bit of a fresh trail but you still can't flush out the quarry, which is the truth.

Editorial space requirements being what they are I shall only touch on a few of the things contained in your last week's column, so brace yourself ducks. Getting towards the end of the column you question as to why there aren't trail riding clubs, enduro clubs and road riding clubs in the Sports Committee. You obviously don't know that at one time the road and the competition clubs were all the Sports Committee together but competition riding started getting so big that the clubs were split into the two divisions, the road riding AMA clubs have their group and we have ours. However, we still get together when necessary and it's obvious you didn't know that either. When Bill Adams was chosen to be District 37's Congressman, Bill Berry came out from Ohio for the election and all District 37 AMA clubs were present. I called the roll as Recording Secretary and it was a sight to behold to see the road riders in their uniforms side by side with our competition club members. There is no reason that trail riding clubs cannot belong to the District. It is not a shut or private organization as you are trying to lead people to believe. It is open to any chartered AMA club who wishes to become a member. Period.

Yes. I'll agree to a couple of things you say. There are some "oldies" in the club who don't want the boat to be rocked but these same oldies have contributed more to making motorcycling what it is today than most of us put together will ever do. When I first got involved I was green as grass and boy did I ask questions of some of the old timers. Norm Lee who was on the Board of Directors at that time was of fabulous help in getting the historical background of the District straight in my head. He and others like Earl Flanders have never withheld information when I needed to clear up a point, so by now I know the District "tales" pretty well.

I also agree that at times certain clubs and riders have not been penalized when they should and there's been many a time I've sat at a Competition Meeting and muttered to myself but all in all when you consider that everyone is an Amateur in the District and not on the Board of NASCAR I don't think we do too bad a job. As to riders who snivel when the Competition Committee hands them a penalty, there's been many a time said rider hasn't even had the gumption to show up at the meeting (or a representative from a club if it's club business) to speak for their side. So what do you do in a case like that? The best you can.

You mentioned you thought you might have been nominated to office to shut you up should you be elected. Now you're getting into my territory. I've been that route. That thought crossed my mind too when I was elected six years ago, being quite outspoken at the time as I still am. At no time has anyone told me I couldn't print something happened at a meeting. I do not do so myself on the general principle that I regard District business as information received "off the record" and being a fellow newspaperman I assume you realize that information "off the record" is not divulged even if you go to jail for it. At one time the minutes of the meetings as written by me were published weekly in Cycle News for all to see but editorial space had to change that as the paper grew and grew to encompass more territory than District 37. By not jumping into print with the things that go wrong I don't feel I've lowered my standard any; in fact, I feel it flies quite straight as I've managed to walk the thin line between what is my profession and what is honorable as an elected officer.

So much for that. Now on to Ron Sloan. When he became District President the bars were really rattled in a lot of cages. A lot of people had been asleep to the rapidly changing world of motorcycling and if Ron hadn't bounded into the arena I hate to think what might have happened. As to his background, he's a high executive in the land development business, and I mean a high one, a registered Sacramento lobbyist which has given him the opportunity to get in some shots for our side before we got organized for the fray by creating MORE, he knows how to get along with politicians and not only that is a member of that desert institution known as the Checkers, an Expert rider who always does well (although he did have a thing with a birdbath at Elsinore one year!) and in general a person of high calibre.

Desert is his thing but as President he got us two scrambles tracks by attending meetings with Board of Supervisors of two different counties at which I was also present. Both tracks had been denied and the motorcyclists had just about been reduced to standing like little kids begging favors from adults with one boot kicking into the ground until Mr. Sloan arrived and talked back to the Supervisors on their own terms, in their own language and got the rest of us properly organized. The two tracks were Huntington Beach and Adelanto, Huntington recently shutting down due to population expansion around it. The Redding family and the England family have Ron to thank for their tracks, the other side was too well organized. The desert troops know they have Ron to thank for his conversations with the BLM when, believe it or not, half of us didn't even know who the hell the BLM was.

So Mr. Schneiders, watch out or I can see your gambit loosing you more than you'll gain. Readers, if you don't know what a gambit is look it up in your Funk and Wagnall's. I had to as chess isn't my game, I can explain a red dog or a draw play plus most of those rules we race under, and I'm pretty good at tiddly-winks, but chess, no.

This section entitled, "Don't say mother didn't warn you." For a while I've been on about the amateur vs. professionalism in racing and maybe creating a master of super-expert class. It's a slow process getting things like this through peoples' heads because the majority of the riders aren't sponsored and think that all the top runners are and they won't be able to beat them anyway, or their humble opinions don't count. Well, this year it looks as if the bird has come home to nest and this will make me some friends and no doubt lose me some, too, but be that as it may.

The number one plate in District motocross will go to John Rice, a sponsored rider who makes all the GP's and I believe this year has possibly ridden around three or four District motocrosses. In second place will be a youngster I don't know, Tony Rodgers, who is 16 and unsponsored. Tony has not missed one motocross this season. The motocross points are paid according to the percentage of the number of best rides, a system I believe the incoming Competition Committee will change, as Tony has actually earned more points than John R. Now who do you really think that District numbrer one plate belongs to? A rider who supports the District or one who spends much of his time at Indian Dunes etc. at the money races? Have I made my point clear?

CALIFORNIA CMIC NOTES

Does your dealer support your sport? If he does, he belongs to CMIC/MIC and as such is an active force working for you, locally and nationally.

This month the California Motorcycle Industry Council/MIC task force will tour California in a membership roundup drive aimed at 100% dealer support of the organization which is working for you.

Each dealer, by belonging to CMIC/MIC works for you and your sport in the fields of legislation, safety and education, land use, motorcycle drivers licensing, and any other area that affects the cycling fraternity (and sorority).

See or call your dealer, ask if he is a member of CMIC/MIC. Ask if he's going to attend one of the following meetings. If he belongs, he's going to get his certificate of membership. If he doesn't belong, find another dealer, you don't need him. IF HE'S NOT PART OF THE SOLUTION, HE'S PART OF THE PROBLEM!!!

* * * * *

Meetings will be held by the CMIC/MIC task force, composed of the following:

Ted Evans, CMIC President
Tom Heininger, MIC Task Force Chairman
Wes Perry, CMIC Staff
Russ Sanford, CMIC Lobbyist — Distributor and Factory personnel
Harry Whalen, CMIC Staff — MIC Representatives
CMIC local Directors for each area — Local meetings will be held at

SAN FRANCISCO
Monday, Dec. 6,
Holiday Inn, Civic Center
50th & 8th Street

SACRAMENTO
Tuesday, Dec. 7,
Woodlake Inn
Highway 160 at Canterbury Rd.

FRESNO
Wednesday, Dec. 8,
Tropicana Lodge
4061 No. Blackstone

BAKERSFIELD
Thursday, Dec. 9,
Holiday Inn
2700 White Lane

SAN DIEGO
Monday, Dec. 13,
Holiday Inn
1617 First Ave.

SANTA MONICA
Tuesday, Dec. 14,
Holiday Inn
120 E. Colorado at Ocean

LOS ANGELES
Wednesday, Dec. 15,
Holiday Inn, Convention Center
1020 So. Figueroa St.

CORONA
Thursday, Dec. 16,
Hickory Barbeque
14092 Magnolia Ave.

SANTA BARBARA
Friday, Dec. 17
Howard Johnson's
4770 Calle Real

As you can see, one of these meetings can be attended by *every* California dealer who cares about motorcycling.

A.M.A. DISTRICT 37 BULLETIN NOVEMBER 1971

SPORTS COMMITTEE MEETING, NOV. 4, 1971

—Two District 37 riders, Don Davis and Dan Ratchford, have earned the right to wear the Rescue 3 decal on their helmets.

—As of Oct. 1, 1971 the A.M.A. has paid off 222 medical insurance claims totaling $104,861.67.

—The Lost Angels have canceled their 1972 January date.

—The Boosters have canceled their December 12 Moto-X.

—Nominations were reopened. President: Ron Sloan, Declined. Vice President: none. Secretary-Treasurer: none. Recording Secretary: Sharon Herwick, Declined. Competition Committee: Dick Kouns, Ron Schneiders, Declined, Bob Steffan, Declined.

ELECTION RESULTS
President: Mike Hinshaw
Vice President: Jack Hurley
Secretary-Treasurer: Roy McElroy
Recording Secretary: Maureen Lee
Referee: Sam Crooks

COMPETITION COMMITTEE
Jack Froelich
Gary Weber
Ed Farrell
Dick Kouns
Larry Haley
Diane Connolly
Ron Hall
John Townsend
Tom Center

ALTERNATES
Dick Camp
Jim Honeter

—O.C.M.C. and the Checkers M/C requested copyright privileges on their club names, event names, and club colors.

COMPETITION COMMITTEE, NOV. 11, 1971

—S.G.V.M.C. petitioned the Competition Committee to allow unclassified pie plate riders to start with the JR/EX start. This was denied.

—Jim Honeter and John Knebels protests of their disqualification at the Checkers Hare & Hound were disallowed.

—All race results sent to the stewards must now be mailed 1st class.

—The cancelled date of December 19, 1971 is to remain open.

—A proposed change to the Side Hack rules were accepted unanimously.

BOARD OF DIRECTORS MEETING, NOV. 16, 1971

—District 37 has been approached by persons wishing the District to promote the Elsinore Grand Prix. However, the Board feels that it would not be in the best interests of District 37 to participate at this time. Whalen and Hurley reported that District 37's books are in order as of the October audit.

—The cost of a District 37 number will remain at $3, Enduro cards are $1.

—All District 37 Enduros will now require an ambulance in attendance.

* * *

In order to assure that the United States provide the finest possible setting and the best available personnel for the I.S.D.T. in 1973, the District 37 Board of Directors submitted the following telegram to Russ March of the A.M.A. and Bill Adams District 37 Congressman for the consideration of the A.M.A. Competition Congress:

DISTRICT 37 SPORTS COMMITTEE EXCITED AT FIM ACCEPTANCE OF AMA BID FOR 1973 ISDT. WE PLEDGE FULLEST SUPPORT TO PROMOTE AMERICAN PARTICIPATION AND PRESTIGE IN INTERNATIONAL TRIALS. WE HAVE INSTRUCTED CONGRESSMAN BILL ADAMS TO PRESENT OUR RESOLUTION TO AMA COMPETITION CONGRESS. PROPOSED: TO STAGE A THREE-DAY QUALIFYING TRIAL IN SOUTHERN CALIFORNIA IN SPRING 1972. PROPOSED: LAS VEGAS AS CENTER FOR ISDT IN FALL 1973. PROPOSED: TO STAGE THREE-DAY PREVIEW TRIAL IN SPRING 1973 IN LAS VEGAS. ALL EVENTS TO BE SUPPORTED BY KNOWLEDGEABLE DISTRICT 37 MANPOWER. FORMAL PROPOSAL TO FOLLOW LISTING QUALIFICATIONS OF LOCALITY, FACILITIES, MANPOWER AND KNOW-HOW. PROPOSED: THAT ISDT VENUE BE AWARDED ONLY FOLLOWING DEMOCRATIC SUBMITTAL AND REVIEW OF PROPOSALS FROM ALL INTERESTED DISTRICTS.

BOARD OF DIRECTORS
DISTRICT 37 SPORTS COMMITTEE, AMA

* * *

All clubs should have their sanctions and district dues paid at or by the December meeting of the Sports Committee.

m.o.r.e. from the capitol

By Russ Sanford

MORE POTPOURRI

A couple of issues back, this column carried the statement that "involvement pays off". That same column (Cycle News, 30 Nov. 1971) carried the announcement that the Sacramento County Parks and Recreation Commission was proposing an ordinance that not only would prohibit all off-road riding in Sacramento County, but would also close the 32 acre motorcycle facility in C.M. Goethe Park.

Those of us who have worked with this motorcycle park during the past nine years, have expected that its closure was imminent because of its location, smack-dab in the center of the American River Parkway. We've asked the Board of Supervisors on many occasions to provide use with a larger motorcycle park in an area where such use would not create a condition of incompatibility with other recreation-seekers. But each time in the past they have replied that, "we understand your problem but there is no money in the budget, etc., etc.".

So, the day of the hearing, Monday, November 15th, loomed rather bleak and ominous for Sacramento's 35,700 off-road motorcyclists. The posie-sniffers and the flower-pluckers were there in full force, degrading every aspect of off-road vehicle recreation. The forces were about evenly divided, but the motorcyclists had an 'ace-in-the-hole': the imminent passage of AB 2342 which provides funds for motorcycle parks through registration and identification of off-road vehicles. No longer did the county-fathers have the excuse of "no money". And, all of a sudden, we had their attention.

FINAL RESULTS

Not only did we defeat the proposed anti-ORV ordinance, but we received a promise from the County that they will attempt to establish a new 500 to 1000 acre motorcycle park with the forthcoming funds. And, if that wasn't enough, they will also attempt to lease an interim site of 200 acres or moved to be used in lieu of the existing motorcycle park and the existing park will not be closed until the interim site is available.

HURRAY FOR OUR SIDE

And so, in just a few short hours, a bleak and gloomy day turned 'beautiful'. And, from somewhere in the recesses of my mind, an old adage was revived: "Out of the mud, a Lotus grows!"

SO WHAT!

Some of you may be asking, "That's all very well and good for Sacramento County, but what about me and the rest of the motorcyclists in my county? Who is looking out for *our* interests?"

And, for this, there is only one answer. In the past two years, since M.O.R.E. was formed, we have appeared at *every* city, county, state, and/or federal hearing in California to present the motorcyclists point of view, *when we knew about the hearing in advance!* This is an area in which we must depend upon our statewide membership to alert us to such hearings *in advance.* Just as in legislative matters, it is nearly impossible to revoke a law after it has been passed and put into effect. And this is when M.O.R.E. usually is made aware of new local ordinances: when the law begins to pinch (and you can take that both literally and figuratively).

Please, if you even hear the slightest rumor about new ordinances, contact me immediately. We'll check it out and determine the validity. If any part of the rumor proves true, we'll do our very best to represent you and the motorcyclists in your area. Our success to date has been rather phenomenal *when we knew in advance.*

1971 WRAP-UP

The California State Legislature is expected to adjourn on December 3rd. At that time, our fate for next year, in the way of new motorcycle laws, will be known. We'll provide you with an end-of-year wrap-up in the Christmas Issue of Cycle News.

Mail all inquiries or comments to M.O.R.E., P.O. Box 26062, Sacramento, CA 95826.

CEA LEADS TOUGH

By Ron Schneiders

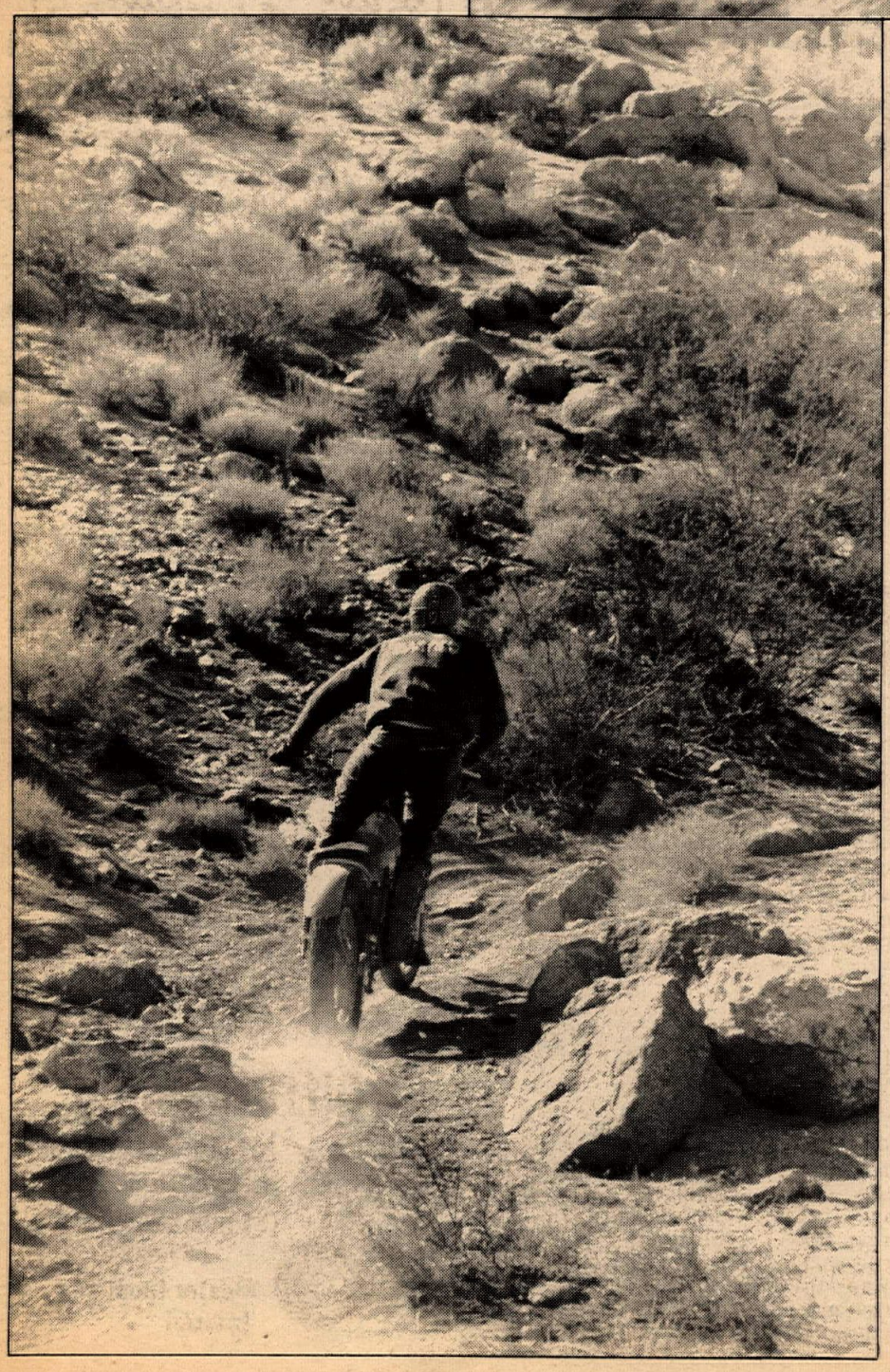
Photos by Ellen Schneiders

RED MOUNTAIN, CAL., Dec. 5, 1971 — Back in September the San Bernardino M.C. started a kind of *de facto* "Tough Enduro Contest". Since then each enduro has been significantly tougher than the last. Many riders rfigured that they had probly reached some sort of peak last month with the Jackass Enduro, where only 150 out of 750 finished (20%). They were wrong. In today's enduro there were only about 50 finishers out of 411 starters (12%).

Looking at the schedule one would figure that the first 16 miles or so wouldn't be too bad. The speed for that section was 24 mph. From there the schedule speeds dropped steadily: 18 mph, 12 mph, finally 6 mph. Normally, the slower the schedule, the more difficult the terrain is going to be. And the terrain has to be awfully rough before you have difficulty with a 6 mph schedule. At 24 mph schedule is usually fairly open desert, sandwash, maybe some mild canyons. Not here.

On this run we had an easy time of it as far as the three mile speedometer check (at least if you don't count riding into blinding sun and dust.) From there we could see riders pushing up the first hill. For me that one wasn't a problem, but within sight of that one was a second one that everyone had to push, me included. And right up at the top, good old Dave Holeman, CEA's most illustrious member, was sitting there taking pictures. That was the end of the CEA Enduro and the start of the CEA desert race for the vast majority of riders. They fell behind schedule and never caught up.

On the first loop the difficulties were of two types and which type did-you-in depended somewhat on what kind of bike you were riding. Small bike riders pushed up innumerable hills. Riding a 125, I had to push somewhere between 10 and 15 hills. Since it's impossible to push a motorcycle at 24 or even 18 mph, there weren't many small bike finishers. There was exactly one trailbike finisher: Max Bubeck.



Those riding medium weight bikes, 250's and 360's, had the best time of it. They still had to push quite a few hills, but not quite so many as the small bikes. The heavyweights had trouble two ways. They had to push a few hills (no mean chore with a 750 Norton, for instance), but they also had problems with rocks and ledges in some of the tighter canyons.

The spaces between the hills were mixed, some good trail, a bit of rock, some sandwash, and several tight canyons. Nothing very difficult or frightening, just pretty good riding on the whole, which made the enduro a rather frustrating experience for me. I was disqualified in the first loop for being an hour late (push time!), but I wasn't beat into my socks like you get from really hard riding, because the trail between the hills was relatively easy.

There were some interesting incidents on the trail. Gary Satterlee, who won Class B lightweight at the Rawhide Enduro renewed an acquaintance with Gary Calkins, who won the Class A Trail in the same run. Gary No. 1 stuck his foot into the wheel of Gary No. 2's Penton and broke his shock absorber, thus taking both of them out of the run.

Bud Howesman was disqualified about the same spot in the run that I was, so we sat at the bottom of yet another unridable hill and had a drink of water. Bud is about the only rider in California who had a chance to place high in the National AMA Enduro Points Standings, but his chances went down the drain in this run. He had a few choice remarks to make about the run which started off "This is ridiculous," and then got more colorful. Pretty soon he started worrying about where his wife, Ellie, was. "Probably have to go back and drag her off a rock," he said, like she was a real beginner. Shows the difference in perspective: Ellie Howesman can out-ride most of the riders in the event but to her Expert husband, she's just a girl on a Yamaha who's likely to get into trouble.

Two riders were sitting in the middle of a sandwash 10 miles from the end of the first loop. I stopped and asked if they were all right. They were, just out of gas. I couldn't help because I wasn't sure I had enough to get in myself. But around one curve in the wash, less than 200 yards from where they were sitting, was a check and a pickup truck with a gas can! Wonder how long it took them to discover it?

Dave Ekins came flying through the noon check without even stopping. Was he so intent on keeping schedule he didn't even realize it was lunch time? No. He had just lost his time card and was madder than hell. According to him he had lost only eight points in the morning section, which was about 100 times better than the winner. Next week I'm going to tell him about the 14-pound trout I almost had in the net when the leader broke.

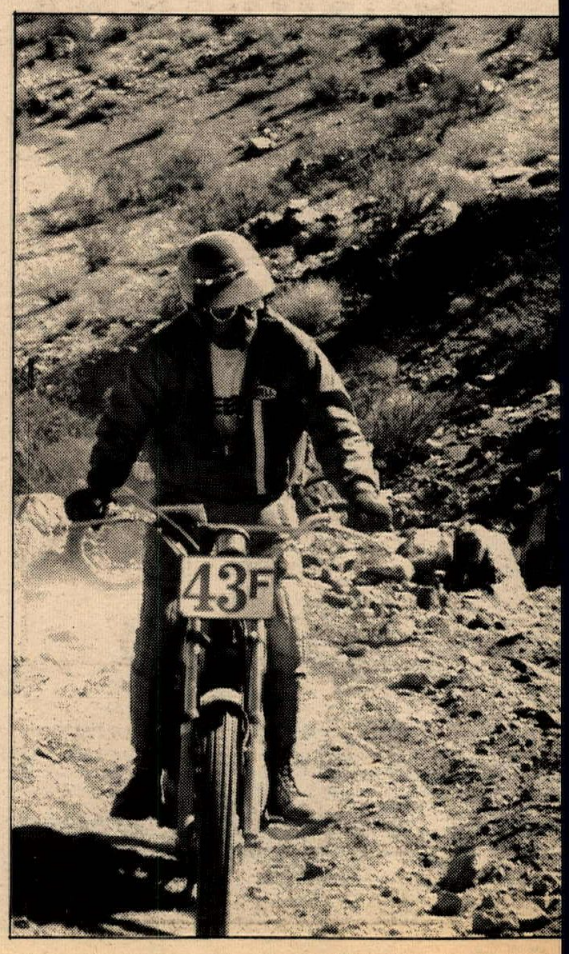
Bob Steffan: "This has just set Southern California Enduro riding back 20 years."

Steve Hurd was passing me on a steep, rocky hill, going down. He's in the rough, flying over volley-ball sized rocks, I'm on the trail. He's about two gears higher than I am. "Hurry up, Ron! You're not going fast enough," he shouts. Yeah, Steve, I know. But he was outasight.

The CEA was going to compute the scores and post the winners on the spot, but one check was protested so that eliminated that. It looks like Max Bubeck is the "A" Trailbike winner because he was the only Trailbike rider to finish. Max rides a Hodaka.

Steve Hurd is likely to be the Sweepstakes winner, with the only score less than 100! Steve lost most of his points being early, a problem unique to himself. If memory serves me right, Kawasaki was offering about $5,000 to anyone who won an AMA National Enduro on a 'saki. Merry Christmas, Steve.

Class A Lightweight winner is probably Bob Nickelsen, who said fervently, "That's the last time I'm going to ride an Enduro bike in one of



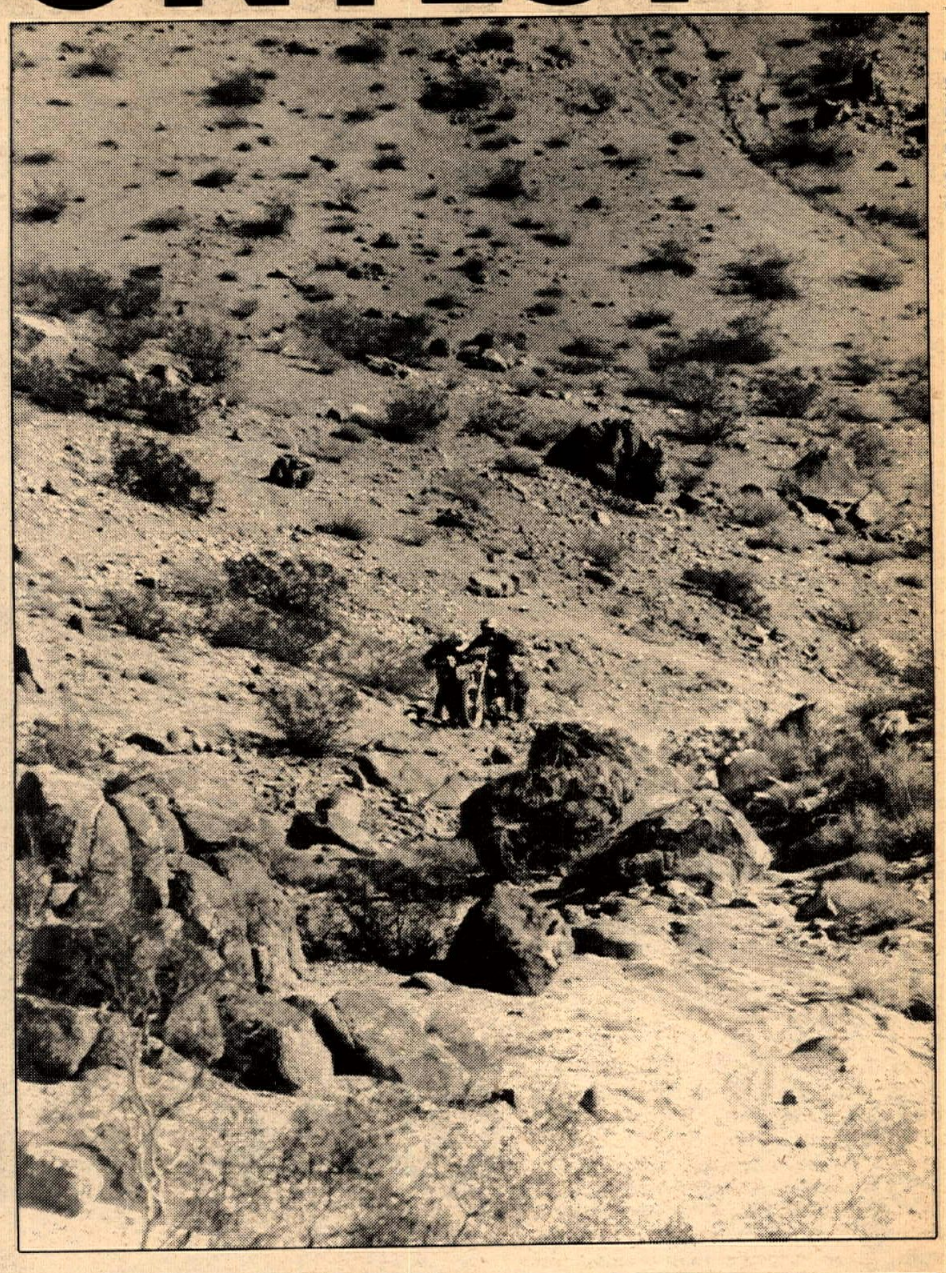
ENDURO CONTEST

these things. Next time I'm going to ride my trials bike!" Even Bob was consistently running between 8 and 15 minutes late and lost over 100 points. Bob said, "I would like to invite everyone who had trouble on that course to come down and ride some trials. Most riders get into one of those canyons and they see only a pile of rocks. I see several lines through the rocks." The winning margin. If you'd like to take Bob up on his invitation, there's going to be a trials for enduro bikes down at Escape Country this weekend, and Bob will be there. Ask nice and he just might teach you a few things. (See page 25.)

When the best enduro riders like Steffan and Howesman can't finish and Expert trials riders like Nickelsen and Evans have to play racer and still can't keep up the schedule, it's evident that the club overdid it a bit. But when you decide to put on a very tough National Championship Enduro, the judgment requirements get pretty heavy. Myself, I prefer to see error in the direction of "too tough" rather than milk runs, but lots of people don't agree and there was plenty of bad feeling this Sunday.

Technically it seemed that the run was quite well done. There were more checks and more people at the checks than I've ever seen at an Enduro before. I felt that the marking was more than adequate, but there were some people who got lost. This contributed to Steffan's demise.

High point of the day was a canyon in the six mph section that was a real delight to ride. I've got no idea where it is, but I hope some other club uses it again.



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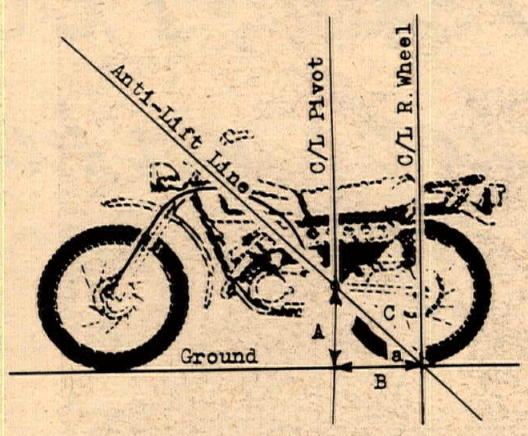
DiffBrake Reduces Rear Wheel Hop

by Russ Shreve

One of the first reactions we often get from DiffBrake users is, "I don't know why, but the rear end doesn't hop around anymore when I put the brakes on". We know why. Besides stopping faster, this is just one more benefit of automatically applying the front brakes in a proportioned amount when you apply the rear brakes. The key is a suspension characteristic called "anti-lift". The name is derived from automotive practice where a geometric force is applied by the rear suspension to reduce the rear end "lift" of the car under braking. Here is how it works.

All we need to know is the location of two points; the ground contact patch of the rear tire and the pivot point of the rear suspension. In the usual motorcycle arrangement this latter is simply the swing arm pivot. Through these two points we draw a line ("C") called the "anti-lift" line. The angle ("a") between this anti-lift line and the ground defines a percentage of anti-lift. The easiest thing to think about though, is the relative lengths of the anti-lift components. In the drawing, "B" represents any magnitude of rear brake force trying to stop the bike. and "A" represents the relative force trying to prevent lift of the bike.

Now, this works fine on a car where the rear axle is quite heavy, but on a bike it is ridiculous to imagine that the mass of the rider and the rest of the bike is going to be held down by



the rear wheel. What really happens is that the rear wheel is lifted off the ground by the rest of the bike. As soon as rear traction and braking is lost, the anti-lift force is lost also and the rear wheel falls back to the ground. As soon as it touches the ground, the force returns and the wheel is driven upward again. This continues at a frequency determined by the mass of the rear wheel and the rate of the rear springs, in a condition we all recognize as "wheel hop".

So, what does DiffBrake have to do with all this? Simple. The actual amount of anti-lift is modified by the percentage of front to rear braking. In effect, applying the front and rear brakes simultaneously reduces the angle of the actual anti-lift line. When the braking is all on the rear, the anti-lift line is as shown in the illustration. With the use of front brakes the angle of the anti-lift line is reduced by the percentage of front brakes used. If the front and rear brakes are applied equally, then half of the braking is on the front and the anti-lift component is slashed in half. This in turn means that the tendency to hop is also cut in half. This can be most important on bikes with a short swing arm and a high pivot. Under some conditions the force causing the hop is actually greater than the braking force at the rear wheel. Hop in these cases can be quite violent if you need to stop fast.

To sum it all up— DiffBrake applies a proportionate amount of front braking with each rear brake application. Rear wheel hop is reduced by the percentage of front to rear braking. For a given amount of stopping power, the bike with DiffBrake will have less hop.

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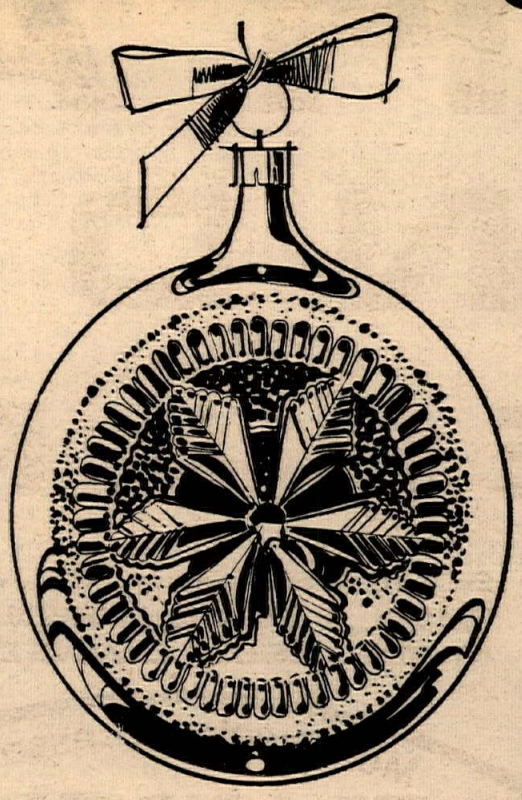

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Suzuki's dashing trio collects edge in finale of gruellin

Blackwell ekes out narrow one-point victor

(Cont'd. from page 1)

exactly the same amount of throttle as DeCoster, they hit the next turn side by side, this time with DeCoster on the outside. *Take that, Roger.* Adolf hits the corner much harder than usual and Roger, fearing a collision that wouldn't really have happened, goes over the berm. *Gotcha, Rog. Bye.* Yes, DeCoster did go off the course but never bothered to take his hand off the gas. Riding inches for the extreme fence, he jetted full bore for the extrme inside of the upcoming corner, arriving there at the same time Weil was comfortably motoring off the berm. Adolf glared to his inside to find DeCoster not only right next to him but passing him on the off-camber portion of the turn. Out of shock (and possibly respect) Adolf left the door open for him. *Go ahead, Rog. You deserve it. Again.*

Weil was able to stave off Geboers and was the only rider all day to beat a Belgian on a Suzuki.

DeCoster couldn't find the fast-escaping Robert this round but the next time he would. Joel led Geboers, Dave Bickers, Gaston Rahier, and eventually DeCoster for the first couple of laps. Roger worked his way up to the third spot, pushed Sylvain hard a bit before doing him in, and quickly closed on Robert. Naw, the spectators thought, nobody can pass *the* Joel Robert. But DeCoster did; is nothing sacred? The third moto offered a showdown between the two world champions, the winner taking the overall.

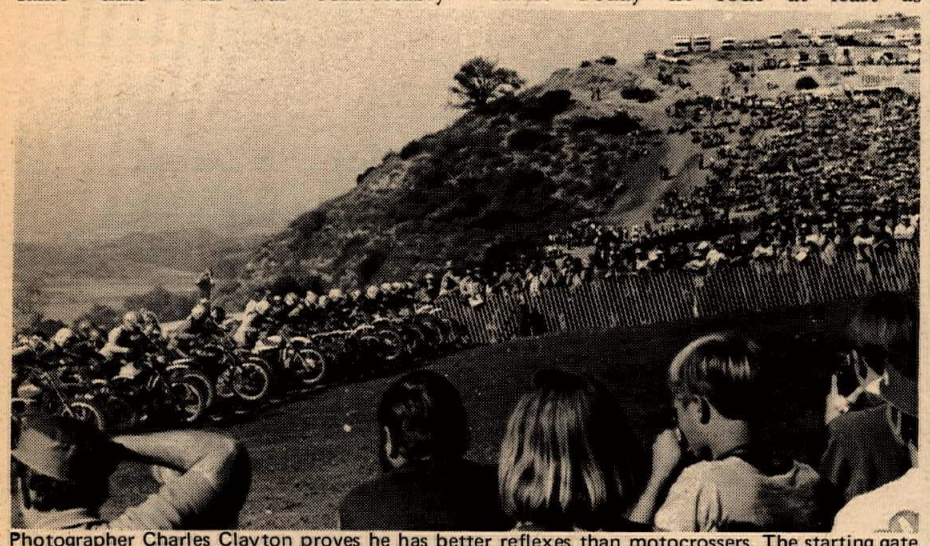
Geboers took the lead with Husky's Andy Roberton gathering good ground. Right behind, DeCoster egged him so much he nearly forced Roberton around leader Geboers on a pass attempt. Meanwhile, Robert suffered an anti-climactic poor start. DeCoster found some fresh air in due time and easily took the overall victory. Robert rode his hardest moto but at the end of 30 minutes could only pass Roberton for third, second overall.

After a strong first moto, Weil succumbed to Geboers in the second. In the final moto, he looked very much off pace in ninth but still earned fourth overall.

Bickers, the jolly Englishman, was haggard at the end of this series and it was beginning to show the last few races. Today he rode at least as energetically as he rode the Carlsbad Grand Prix last September. Although the first three or four places of each moto led the blance of the field by half a minute, he battled the rest of the Europeans and fast Americans all day and emerged victorious in fifth position. A fitting tribute to the series' most colorful rider.

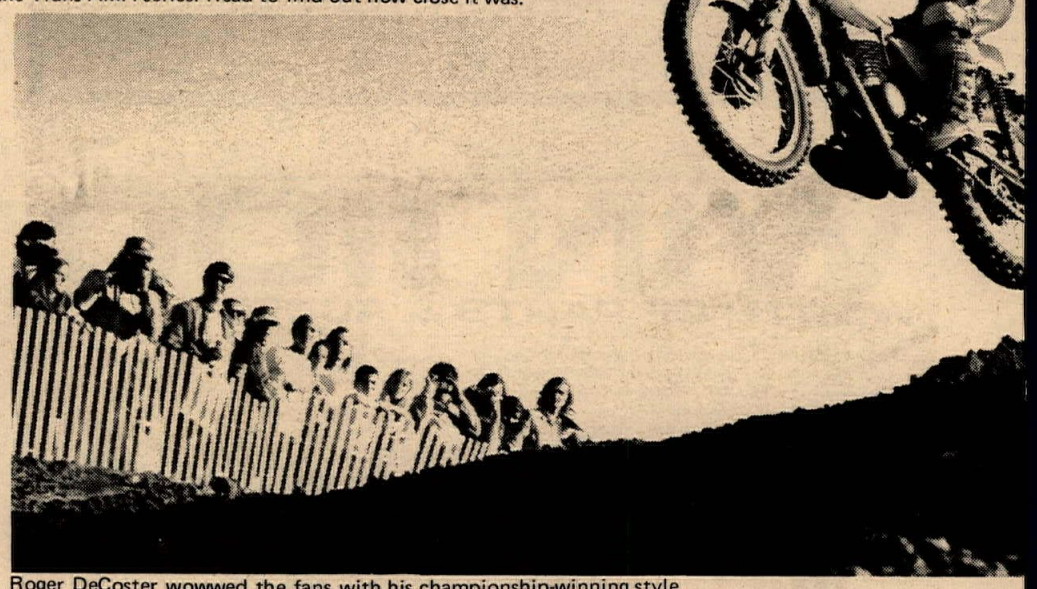
The battle for top American of the series was a grueling one. Brad Lackey and Mark Blackwell both finished highest American four times each in the previous 11 races. Further, John DeSoto, with a reputation that is hard to follow, finished his Suzuki consistently well throughout the series.

DeSoto put in the best, however abbreviated, ride of the three. In the first moto he not only held down fifth position but was uncommonly close to



Photographer Charles Clayton proves he has better reflexes than motocrossers. The starting gate is down but no one has a wheel over it yet.

Mark Blackwell was top American today, clinching top American for the Trans-AMA series. Read to find out how close it was.



Roger DeCoster wowwed the fans with his championship-winning style.

Sylvain Geboers gets the "time to sandbag" sign.

Pierre Karsmaker (29) and Jim Cooke (90) rub handlebars. Brad Lackey (7) looks at the spot between them and soon breezed past.

FINAL POINT STANDINGS* TRANS-AMA MOTOCROSS SERIES

500 INTERNATIONAL

Sylvain Geboers	3066	(3454)
Adolf Weil	2331	(2451)
Thorleif Hansen	2052	
Roger DeCoster	1865	
Joel Robert	1730	
Heikki Mikkola	1680	
Willi Bauer	1276	(1316)
Gaston Rahier	1112	(1167)
Pierre Karsmakers	1110	(1116)
Dave Bickers	1076	(1146)
John Banks	971	
Andy Roberton	810	
Vlastimil Valke	709	
Mark Blackwell	604	(632)
Brad Lackey	603	(662)
Gary Jones	439	(485)
John DeSoto	439	
Chris Horsfield	416	
Uno Palm	324	
Peter Lamppu	309	(320)
Bill Clements	306	(307)

250 NATIONAL

Tim Hart	2760	(3190)
Gary Chaplin	2266	
Doug Grant	2070	(2079)
DeWayne Jones	1820	(1990)
Tom Rapp	1473	
Jim Wicks	1090	
Rob Norgaard	881	(898)
Lars Larsson	825	
Werner Schutz	820	
Dick Burleson	700	
Barry Higgins	679	
Mike Cram	487	
Bruce McDougal	437	
Steve Mobbs	425	
Joe Castango	395	
Bruce Baron	362	
Glen Vincent	360	
Bryar Holcomb	260	
Darrell Courtright	254	

*Final standings are based on the best 9 of 12 races. Numbers in () stand for the total points earned if the rider scored in more than the 9 races.

Trans-AMA
o garner series' Top American

n Hart, (7) overall series winner in the 250 National class, takes the high road while Doug Grant takes low.

fourth-running Geboers. A mistake by Sylvain might have been a delightful circumstance but DeSoto's spirits broke when the rear sprocket assembly did and John called it a day.

Lackey, holding an ever-so-slight point lead over Blackwell, rode behind Mark the first moto and suffered an ignition failure — closed points in the second.

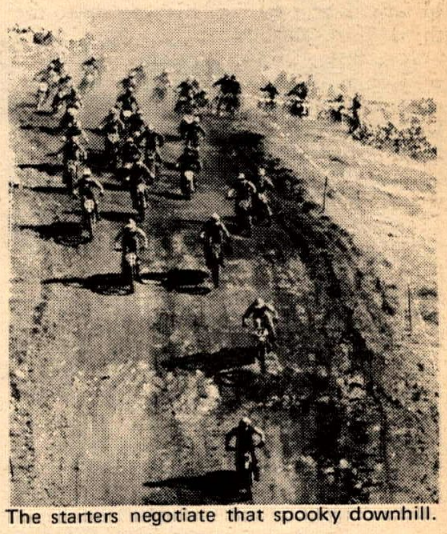
After computing the confusing system of scoring, Brad figured he would attain the "highest-American" crown only if Blackwell finished worse than seventh in the final moto. It didn't seem likely that Mark would.

Luck was on his side, and Mark punctuated it with some flat-out riding. Several Europeans who usually occupy the top five spots weren't around for assorted reasons. Blackwell moved quickly into seventh and held off the super-aggressive Gary Jones for the whole 30-minute battle. Brad rode in the tenth position, too far back to have a shot at his Husky-mounted opponent.

No one knew for sure how the final tally looked but Lackey could sense the worst. Hours later the verdict was reached. Total score for the series: Lackey — 662; Blackwell 632. But the final standings are based on the best-of-nine system and it figures thus: Blackwell — 604; Lackey — 603. One point.

Adolf Weil (20) had to hold off both Joel Robert and Sylvain Geboers in the first moto. He failed in the former, succeeded in the latter.

250 World Motocross Champion Joel Robert: he met 500 World Motocross Champion Roger DeCoster at Cycle World Magazine's Trans-AMA motocross today and lost. What would happen if they met in a 250 class?



The starters negotiate that spooky downhill.

Schutz Repeats Win; Chaplin Plagued, Injured

IRVINE, CAL., Dec. 5, 1971 — The 12-event Trans-AMA Series has been taking its toll on machinery and men during the final few rounds and today was little different for the National Support class of 250cc bikes.

Gary Chaplin (Mai) seemed in top form again this week as he jumped to the lead of the first moto. Battling West German ace Werner Schutz patched up his fair start and tucked into second. Midway through, the works Maico rider got by his Cooper Motors teammate and went on to win. Chaplin suffered mechanical problems and gave up second to Overall Series winner Tim Hart and dropped out. Hart clinched the series win last week in Livermore, Calif. After challenging early, DeWayne Jones (Yam) dropped back off the pace to retain fourth after being passed by the AJS workhorse, Doug Grant, who rode the moto from lap three with a disengaged left rear shock. "I just thought my number plate was rattling and coming off," he commented when he first saw it in the pits.

In the second round, Jones got another strong start and picked off the point position early before Chaplin creeped up and took over the lead on lap two with Schutz flying hard to catch up. He did, and passed five laps later. Grant, meanwhile, had also passed Jones and began hounding the slowing Chaplin, who was being plagued by troubles again — this time he lost his rear brake rod. On the last lap, Chaplin displayed the "go on by" sign to his traveling companion this weekend and Grant took heed and moved into second. Chaplin held for third with Jones again fourth.

After experiencing two middle-of-the-pack starts in the first two rounds, Tom Rapp finally got a good start in the last and was bickering with Schutz for the lead. Like Jim Wicks did a week earlier in the third moto, Rapp got by the West German and went on to win the moto in a healthy manner. Early in the race, the troubles finally came to a head for Chaplin, who went down hard and possibly broke his ankle.

Tim Hart, who had another of his typical slow starts, began charging through the pack with brilliant style and took over third place ahead of Lars Larsson (Hus) and Grant.

Overall, Schutz collected the win for the second week in a row amid a few grumblings on the American side of the National lineup. Several were thinking of protesting the validity of a West German racing in the Support class but they did not file. Grant, relegated to that fifth in the final moto, picked up second overall with Rapp's final charge coupled to his fifth and sixth place finishes earlier made enough a total for third. Despite not finishing the second round, Hart still picked up fourth for the series finale.

Gary Chaplin (49) rears at DeWayne Jones in the first 250 moto.

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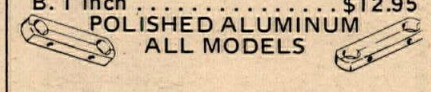

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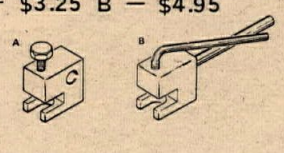

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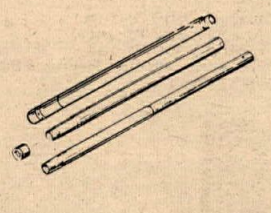

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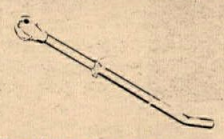

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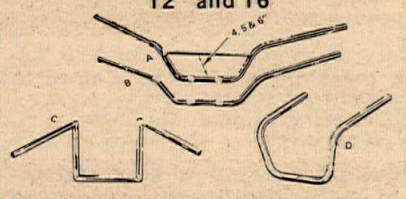

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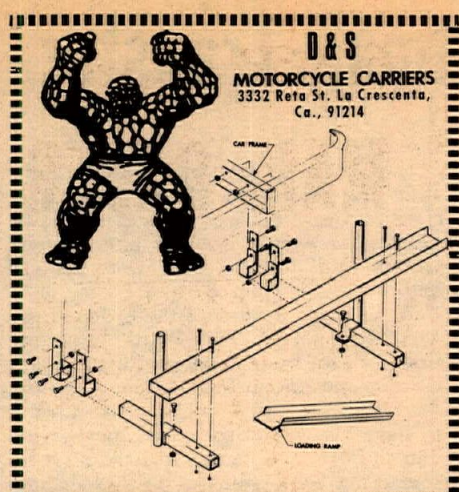

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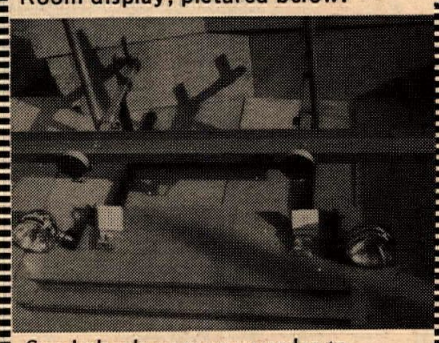

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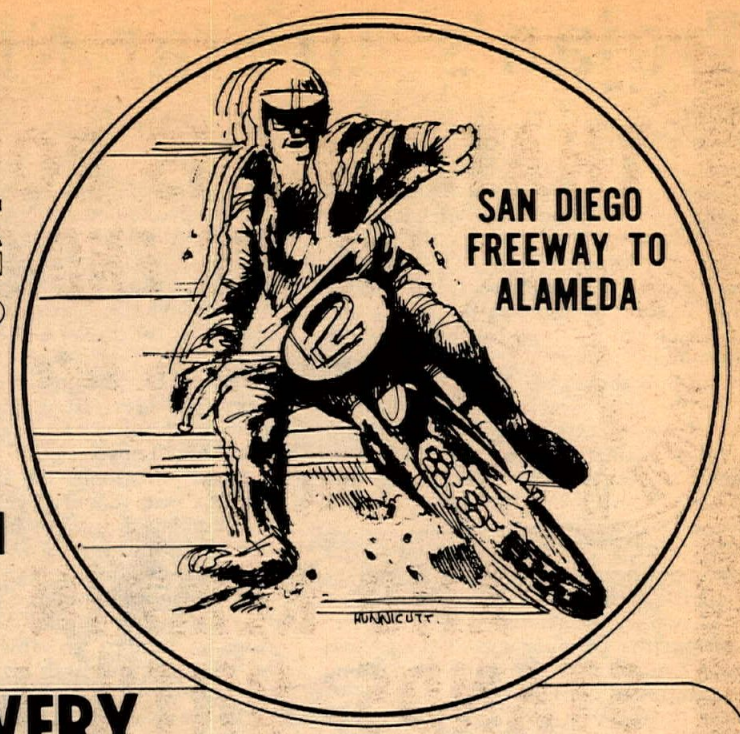

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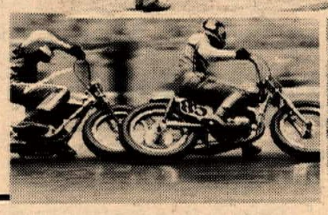

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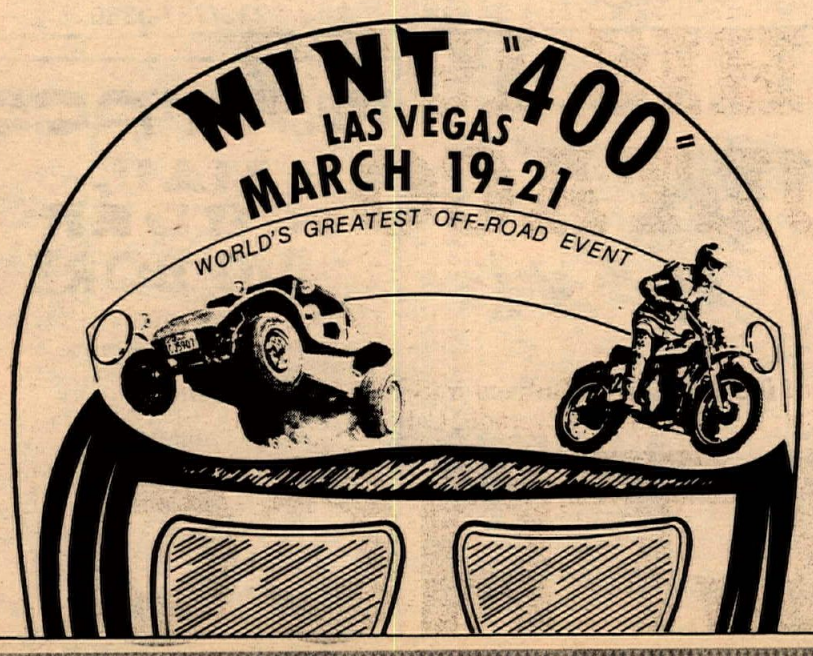

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Trojan's All-Star Night

SOUTH GATE, CAL., Nov. 25, 1971 — It was a night for the real champions of short-track TT racing to stand up and be counted, because Scott Smith of Riverside, Bob Sanders of Whittier, and Rick Goade of Fullerton, stood 'way above all others Thursday night as Smith, aboard his Yamaha sponsored by K & N, took over the lead from Goade on the eleventh lap and went on to win the 50-lap 250cc TT Grand Prix at Trojan Speedway.

Smith, who was never worse than third from the start, sped to a brilliant five-lengths margin over the field as he pursued the leaders, Goade on his Bultaco, and Chris Smith and his Montesa sponsored by Kagay Cycle Sales. With only three laps down, what first appeared as a royal three-way battle for the lead was quickly cut down to a two-way duel when a nut came loose on the primary sprocket of Chris Smith's machine, forcing the hard-riding veteran out of contention.

On the tenth lap, Goade's lead over the 18-rider field was cut down from an earlier 12 second lead to five over Smith, John Carbone (Bul), Joe Brown (Bul), Charles Gamm (Bul), and Mike Clarke. Sanders at this point was working his way from heavy traffic, but moving to challenge the leaders. On the very next lap, Smith riding deep into the first corner, picked up three lengths and then caught Goade coming out of the second corner with a fancy high, and then low maneuver to grab the lead as they headed towards the high jump.

The 12th lap saw third place Carbone pit with mechanical problems, while fourth place Brown tangled with fifth place Gamm. Gamm restarted and joined the field as Brown was seen heading for the pits. On the 15th circuit, Smith held a six-second lead over Goade while Mike Clarke (Bul) and Sanders who was riding Danny Corbett's regular bike, a Bultaco, were battling for third.

Goade, experiencing handling problems when his compression release cable broke, was having difficulty slowing down for the corners and spilled on the 21st lap, but quickly recovered before losing his second place to Sanders who by this time had moved ahead for third over Clarke.

At the mid-way point, Smith increased his lead to eleven seconds over Goade, Sanders, Steve Hyder (Bul), and Gamm, but as Goade and Sanders engaged themselves in a hot duel for second, the pair of champions cut Smith's lead to only five seconds by the fortieth lap and were in the process of catching Smith. However, Goade still just barely managing to hold his machine up-right at the corners, spilled for the second time on the 41st lap causing Sanders to slow as he moved into second, but in doing so, lost his bid to catch the leader. Goade, as he did earlier, made a fast recovery and still held on to third behind Sanders at the checkered.

Rounding off the top ten finishers were Gamm in for fourth followed by Hyder, Craig Steigler (Bul), Denis Porter (H-D), Rex McLeod (Yam), Steve Hein (Yam), and Tim Tipton (Yam).

(Results on page 24)

MANUFACTURE'S MOTOCROSS

Alexander-Conrad Enterprises, in conjunction with Indian Dunes, will present a Manufacturer's Sweepstakes Motocross January 2, 1972.

Distributors representing every motocross machine being sold in the United States have been invited to participate in the $1500 program to stack out-of-the-crate racers against each other.

For more information, contact ACE, Box 174, Newhall, CA 91321. (805) 259-8007.

AT PERRIS
Boydstun, Huffman Transfer

By Elaine Jones

PERRIS, CAL., Nov. 20, 1971 — David Boydstun and Shawn Huffman both rode themselves into Perris Amateur ratings Saturday. David's win came in the hotly contested 250cc Novice I class. Craig Johnson started off with the win in the first heat with Dave hot on his heels. In the second round Craig had the track wired but lost it coming down the back side and David got by for the win. From then on it was David's night with Craig a solid second and John Lowe third.

Dan Johnson kept the family honor alive by taking the 250cc Novice II class. It was Dan's first win over two years so it was a popular one. Robert Graves and John Rogers were second and third.

A wild mix it up was the order of the 175-200cc class. Tad Willis took the first moto with Jamey Blunt and Gorden Bettencourt close behind. In the second moto Tad was out in front only to have his carburetor come apart giving him a DNF and Jamey got the first by squeaking by Gorden at the finish line. Gorden then got out of shape somehow and slid out forcing him out of the ballgame. Tad came back in the third moto but it wasn't enough to beat Jamey so he settled for second with Gorden third.

By the way if you think you can put a silencer on your bike, then pull it off after you're in the gates, forget it. They catch you and you get no points for the Hi-Point awards nor do you get a trophy.

(Results on page 24)

FORMER BSA EXEC DIES

The death is announced with regret of Mr. W. L. (Bill) Rawson, MBE, formerly Sales Director of BSA Motorcycles Limited.

Mr. Rawson, 70, retired in 1966 after 49 very active years with the company. He established the Service and Parts Departments before the last war and from 1939 until 1945 was responsible for creating and coordinating the enormous network of sub-contract manufacture set up by BSA for arms production.

In 1950, he was appointed Export Sales Manager and between them and his retirement, traveled often and extensively throughout the world but principally in America. By 1953, he had become a member of the United Airlines 100,000 Miles Club which indicated the enthusiasm he had for the American Market. Even at that time, his confidence in the future of American motorcycling was such that it helped many BSA dealers in their decisions to increase their investment in the industry.

Mr. Rawson lived on a farm near Stratford on Avon, England and leaves a widow and two sons.

Blythe Hare Scrambles

BLYTHE, CAL., Nov. 21, 1971 — Blythe M.C. hosted a super rough Hare Scrambles that definitely separated the men from the boys. Four rough 15-mile loops with wall-to-wall rocks was the theme for the day.

John McManus riding a Bill Lowell Engineering Kawasaki and Mark Phillips on a Yamaha traded the lead several times, and an endo by McManus gave Phillips a narrow win. Jim Francis, also on a Lowell Engineering Kawasaki finished third overall.

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Slop Stops USRC Motocross

By Buzz Baty

EL TORO, CAL., Dec. 3, 1971 — Splish, splash; everybody took a bath, a mud bath anyway, as rain began falling just prior to the start of racing and didn't stop. To list who fell, and what races were lost, due to slipping, sliding and falling would require that almost the entire entry list be named.

The night's events were ended after the second round of motos; conditions had become insane. It was near impossible for anyone except the Experts to get around the course without falling.

With number two motos being run a number of ties resulted, foremost among the ties was the 250 Int/Exp. class, where Morris Malone and David Boydstun, both Ajay mounted, were the class of the entire field. Morris won the first moto, with David second, and the rest of the field having mud problems. David won the second, and as it turned out the finish moto, with Malone in for second.

The casual observer would have to conclude that not only are the Aays of Boydstun and Malone properly prepared for any conditions that may be encountered, but so are the riders themselves. David also won the 500 Int/Exp. event, two first place finishes without serious competition.

(Results on page 24)

"I wonder if they all started this way," says Gene Woods, winner of the School Boy class.

David Boydstun liked Morris Malone's Ajay so well last week, he got one of his own to win this week's 250 and 500 class.

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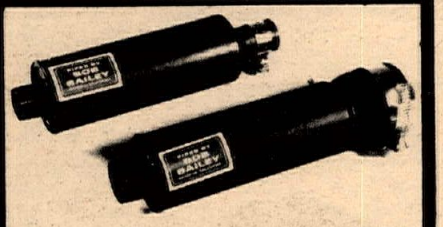

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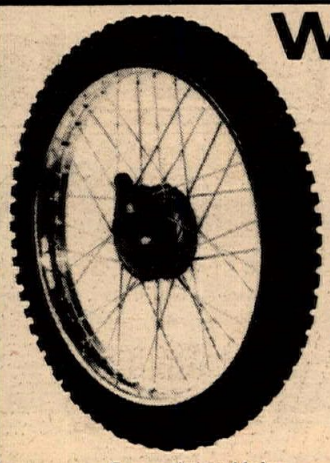

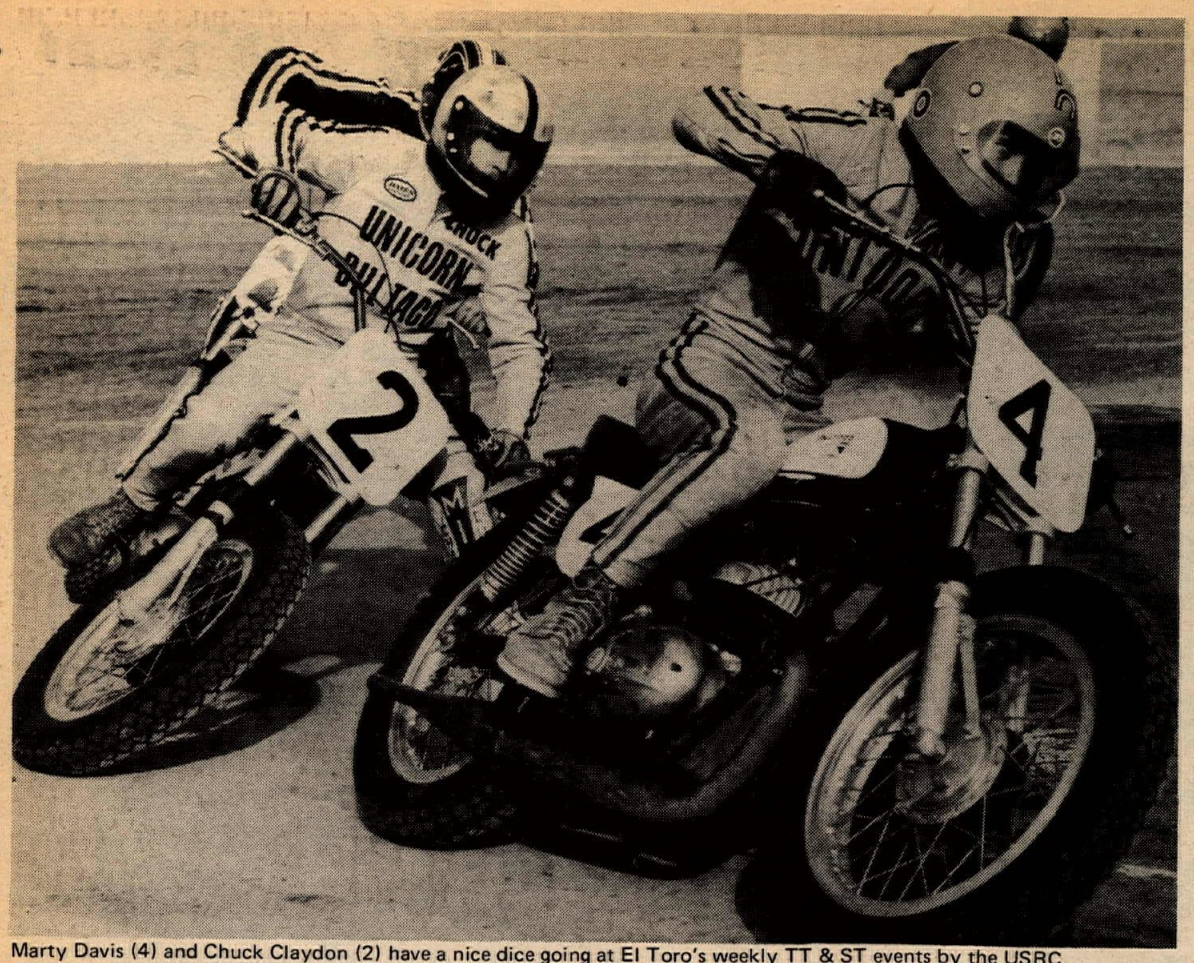

Marty Davis (4) and Chuck Claydon (2) have a nice dice going at El Toro's weekly TT & ST events by the USRC.

Kirk Redding and his Mighty Maico.

USRC TT/ST

By Buzz Baty

EL TORO, CAL., Dec. 5, 1971 – It really was impossible to believe, when I left this track Friday night, it was a quagmire. Now at noon Sunday it's dry, hard and fast.

Mike Myers and Scott Smith, the Golddust twins of Riverside County, were out to try and pick up some first place money. Mike did look to have a hot hand, as he won the first 250 TT and ST events. At the start of the second 250 ST race, Mike got off the line fast, but so did the whole field, 14 riders in a close pack. It had to happen. Mike got sideways in the first corner, Scott Smith couldn't go high or low, and so rode straight into Myers. Davey Davis then hit Smith hard with all three bikes getting tangled in midair.

Smith had the worst of it, like being between a rock and a hard place, his own machine, plus the scooter of Davis, now locked together, came down on Scott as he hit the track. Scott may have a broken shoulder but we will have to wait for later word. Myers packed up his busted Yamaha and Scott's, and called it a day.

Davis came out of the crash with a bum right leg. But, as he said to his father when he was back on his feet, "Hell, I don't need my right leg for short track," and Davey proceeded to remount, ride, and pick up first place for the day.

(Results on page 24)

Rich Anderson gets his Honda high.

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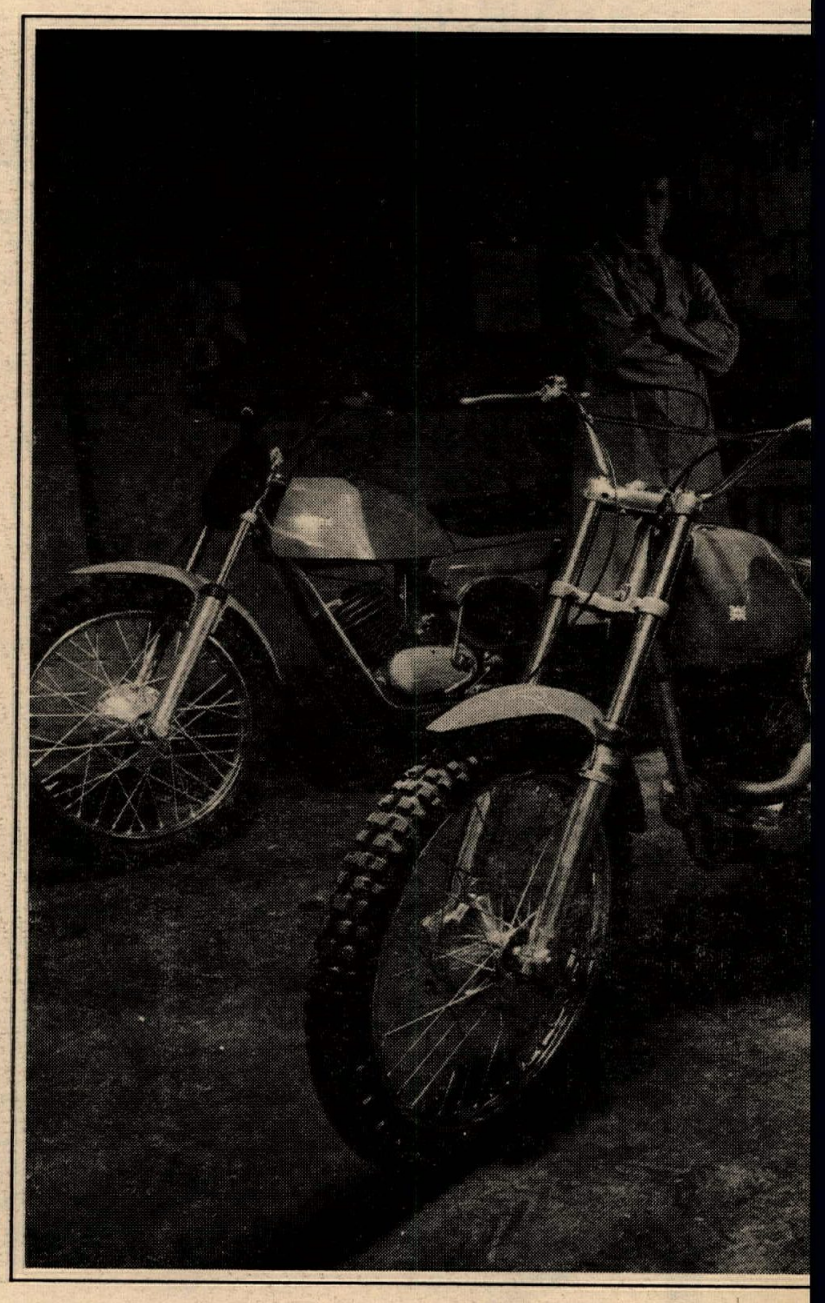


RON KNAPP PROMOTED

Terry Tiernan, Vice President, Motorcycle Division of Yamaha International Corporation has announced the promotion of Ron Knapp as Western Regional Manager for the Motorcycle Division. Ron joined Yamaha in 1964 as a District Manager for the Oregon, Idaho area. After working this territory for a year he was transferred to the Southern California area which included Yuma, Parker, and Lake Havasu City, Arizona. Ron Knapp replaces Pete Schick, who now assumes the duties of National Sales Coordinator with prime responsibility for dealer relations.

JIM ARNOLD JOINS YAMAHA

Terry Tiernan, Vice President, Motorcycle Division of Yamaha International Corporation has announced the appointment of Mr. Jim Arnold as District Manager for Ohio and West Virgina. Prior to joining Yamaha, Mr. Arnold represented Buco Helmets as District Manager for the Northeastern States since 1958. Mr. Arnold also serves as Chairman for the Ohio Motorcycle Dealers Association. Ed Burke, who Jim Arnold, replaces, has been reassigned to the Southern California territory which includes parts of Arizona.

Mulder Protest Upheld

A protest hearing committee met at American Motorcycle Association headquarters November 15 for the purpose of ruling on a protest filed October 17 by Mr. Eddie Mulder, AMA National Number 20.

The committee, consisting of AMA Executive Director Russ March, District 2 Congressman Don Pink and District 8 Congressman Ray Hempstead, heard verbal testimony by AMA Coordinator of Professional Racing Dave Welsh, and considered the written protest by Mulder which indicated the scoring system in general used at the 250 mile National Championship road race held at Ontario, California, October 17. Mulder's protest states, "the scoring system scored a number of riders incorrectly," and required a total reconsideration of the scoring results by the protest committee.

Following a re-examination of all permanent records, the committee has ruled in favor of Mulder, upholding his protest and returning the protest fee according to 1971 Professional Competition Rule Book procedure.

The ruling resulted from the discovery of several errors in scoring of the 250 mile event. None of the top ten finishers is affected, and most changes are minor with the exception of Canadaian rider Bert Clark whose scoring corrections have moved him up several positions in the final results.

Full House at Final HRA Event

By Phil Carpenter

ADELANTO, CAL., Nov. 28, 1971 — The checkered flag fell under the lights on the last HRA point event of the year today. One hunred ninety-six entries got off to a 45-minute delay waiting for the ambulance to arrive from Barstow. A fallen rider in the 250 TT heat caused Tad Willis to slide out on turn 6. Tad was taken by ambulance to Victorville. Being a born racer, he won that race too. He beat the ambulance back to the park, unharmed. HRA riders and officials thank Duek Wyrembek, Open Novice No. 506, who volunteered to operate the HRA ambulance while Tad was taken to Victorville. Duke, a first-aid instructor, missed his heat race but captured sixth in the Open Novice Main Event.

Riding two years with HRA, 16-year-old Dennis Briggs turned in his No. 4 plate today for HRA No. 1. Being one of the top 10 riders is in itself a difficult feat considering the stiff competition from the high calibre of racers at the high rate of speed at 395. Windy says his son may move to the 250cc class next season. Two of the nation's top lightweight riders battled it out for the No. 2 and No. 3 HRA spot of the year. Both 100 Kawasaki mounted Rich Sweaney and Bobby Sanders have played checkers back and forth the last few months being passed as many as 10 times in one race. Today's exciting climax saw Sweaney take the second spot...proving you can't trust anybody over 30. Seventeen-year-old Jeff Cesmat, a mere 45 points behind No. 3 Sanders, will carry the No. 4 plate on his Bultaco next racing season.

The 250 X TT Main Event first, second and third places was a duplication of the 250 X ½-mile with Steve Nichols (Bul), finishing ahead of Yamaha-mounted Dean Butterfield with Scott Smith taking cash for third place. Yamaha-mounted Dan White doubled his cash by taking first in both the Open X TT and the Open X ½-mile. Montesas captured first, second and third places in the 250 Novice TT and ½-mile as Nate Ezell and Roy Addington traded places for first and third while R.P. Badenhamer took trophies for second.

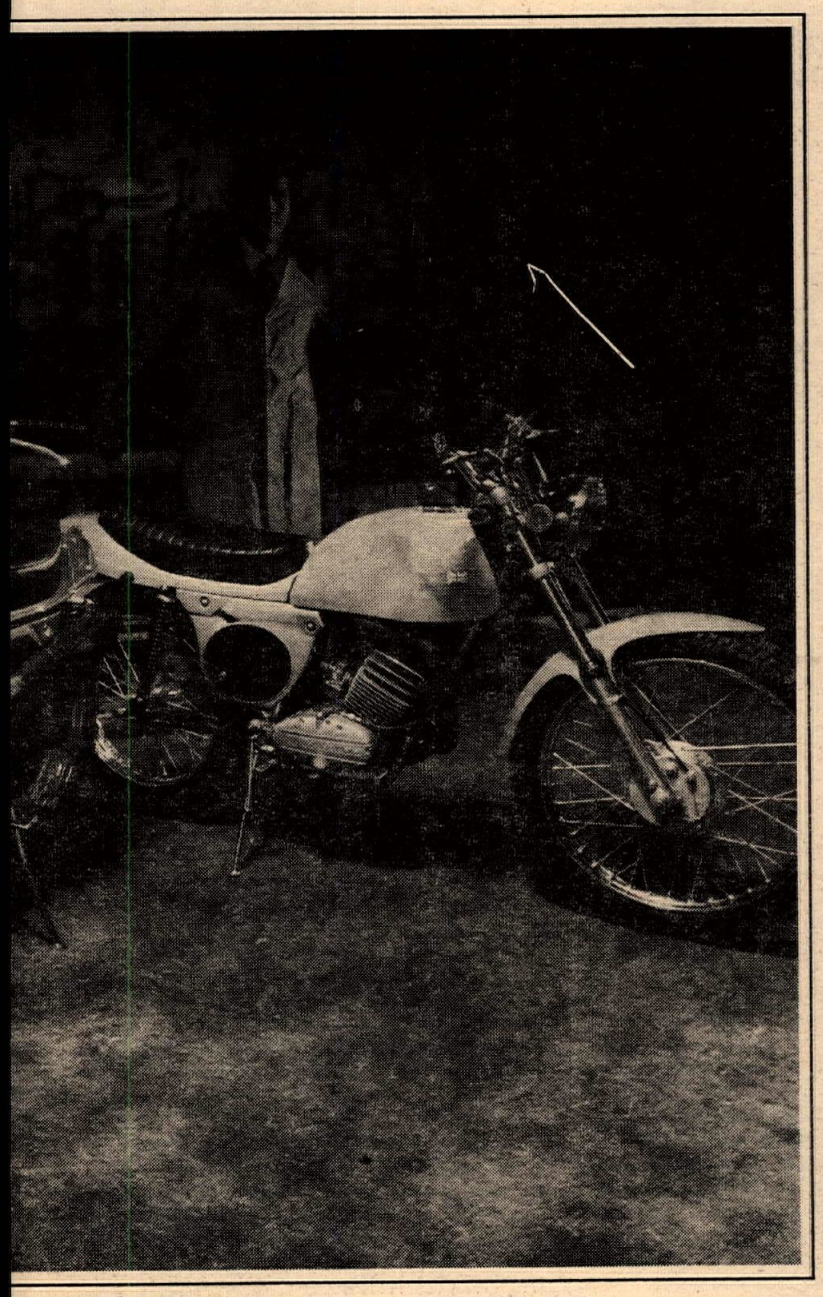
Nate Ezell defended his button against threats and attacks from fellow riders after they found out that the HRA Hotshoe Button was good for a free beer or hot chocolate at the snack bar.

Three Hundred Ninety-five will continue to hold Park TT and ½-mile events as well as AMA events during the winter. New HRA season will begin March 1, 1972. (Now what did I do with that button? It was here last week.)

(Results on page 24)

MEMBER OF MIC

other people's mistakes.



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These are just some of the answers the Rickman Brothers have to others' mistakes. Let's just say that the Rickman Brothers want to make the best motorcycle in the world. And make no mistakes about it.

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600 Attack Wilseyville

By Bruce Young

WILSEYVILLE, CAL., Nov. 21, 1971 – Into the depths of the woods of the High Sierras rode 600 plus riders to take on the challenge of the biggest and greatest Wilseyville ever.

The Polka Dot M.C. put on the most perfect Hare Scrambles that has been held in Northern California in a long time. The weather was beautiful with conditions being perfect even though the course had been shortened this year due to land problems. There were no major bottlenecks anywhere on the track that had been shortened to 10 miles. The only area that gave anyone little trouble was the few water crossings that the young quick throttles seemed to never get the hang of.

The Old-Timers that make this trek every year stated that the track was nothing but perfect. A little dust was created on some parts of the course with little rain in the area over the past month.

Many said that they thought that the track was a little on the fast side but really dug it. Comments like, "Boy, am I tired but I wished it had lasted longer" and "If only I was in a little better shape I could have passed that last rider before getting the checkered flag at the end!"

Some of the past famous riders that come to Wilseyville every year to try their luck with the others were notables like the 1972 National Number One rider Dick Mann who has won this great race in the past. This year Dick took over the lead on the second lap and was really dazzling the folks when he had mechanical trouble which put him down in the results. This man should be listed as one of the Seven Wonders of the World.

The leader on the first lap was Don Stover, but it was rumored that he had cut the course but nothing official at the time of this writing.

Others that seem to like Wilseyville were past winner Jay Robb on his BSA but this year was not his to be. Jay ran 'down' in the pack to the end, but many remember when he made his great win a few years ago.

William Saltzman, a Northern rider that moved to Southern Calif., came to the race and put in a fine performance. It was a welcome sight to see Bill back up North in his old stomping grounds.

The big winner in the professional indoor circuit, Allan Kenyon rode today but came into the pits to stay early in the race.

Another national rider of note that was at the race today but did not ride was Jimmy Odom, looking over the procedings, maybe wishing he had brought along a spare scooter to ride instead of his mini enduro that he tooled around on.

There was quite a mix up at the finish of the race with many claiming that the race had only gone five laps but at the writing of this story no official information was available.

For anyone that has not been to this race should make plans early for next year because when you see 300 plus riders line up on the front row to take the gun and charge into the woods are really missing the greatest spectacle of all times.

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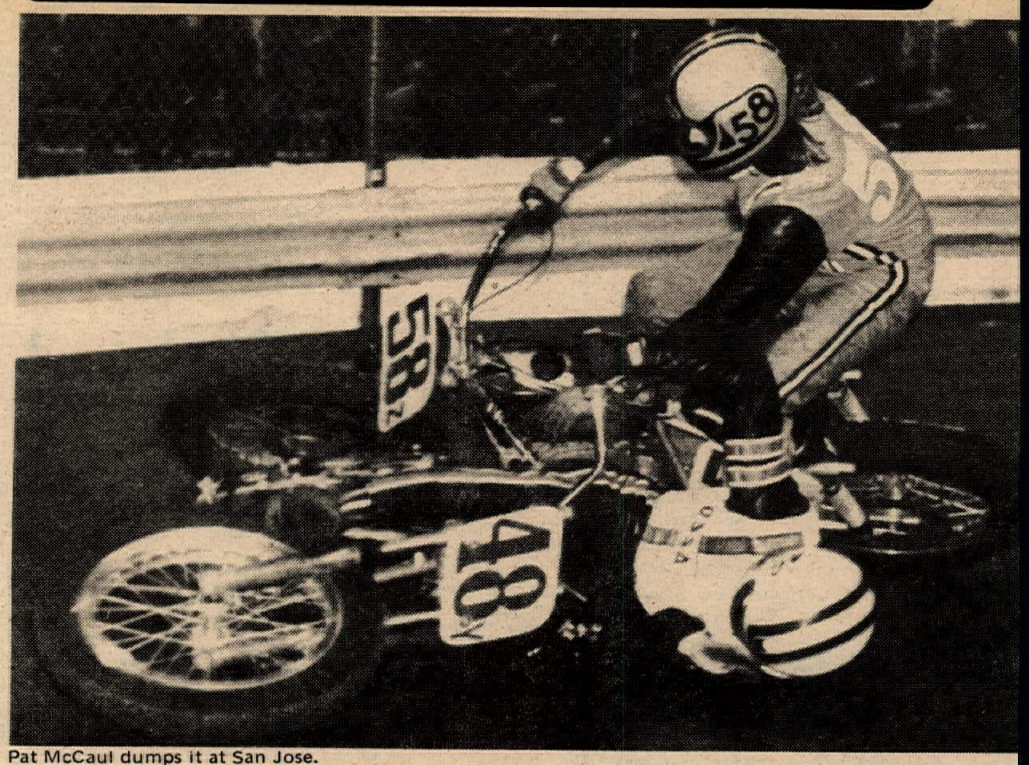


Pat McCaul dumps it at San Jose.

Theroux Nearly Cleans Up Indoors

By Bill Spencer

SAN JOSE, CAL., Nov. 20, 1971 – Nick Theroux almost cleaned house in tonight's third running of the San Jose indoor riots on a very well set up Comoroto Honda. Theroux, a surprise at the July San Jose National, set second fast time in the heats behind point leader Greg Hodges, won the Semi with fast time and won the Main with a one second lead. The only thing he missed out on was the trophy dash in which Bob Scally had screamed "kill" once again.

Running the Main wasn't too difficult after the guys got past the first turn. It was obvious that the battle would be in the first ten feet as Al Kenyon was right next to Theroux and Kenyon is one of the best off the line riders in history. On the first start, Nick got the right line and was set for the night until Del Silva and Dave Bostrom got in a tangle and the red went out. On the second start, Al got hit going into the number one turn and when the dust (?) settled, it was Silva and Bostrom on top of Kenyon with the red flag waving. This was enough for Referee Masterson to start the ten riders in line and that was about all the action.

Theroux got a good jump with Kenyon being hard pressed by John Brumond, Hodges and Dave Hansen. Al put the pressure on Theroux for a short time but then dropped back and Hodges thusly turned up the wick. He got Brumond, as did Hansen, and just passed the halfway mark, both Hodges and Hansen got Kenyon. Greg took off after Theroux, but he was long gone. He did manage to cut the sizable lead down to just under a second at the end, though.

Once again, the surprise story was centered around Bob Scally. In the qualifying heat, he came up with the fast time and set a new indoor one lap record at 7.84 eclipsing Bill Morgan's 7.901. Then in the heat he lined up on the pole next to Jeff Hammond. At the drop of the green, the two long and lanky riders proceeded to crash and bang each other right into the first corner, depositing Hammond for the night and putting Scally back to fourth, eeking out a spot in the semi. His performance in the semi was a great one. From the back row he tucked in behind Ron Wisler's ancient Ducati for a fifth spot and a transfer to the Main.

One might think that this would be alright but not Scally; he tried to get by on the inside on the second lap, but the four stroke Ducati is like a tank when you get off the gas. Wisler is a long time veteran of these indoors and knows just how to ride, so Scally took to the outside. On each lap he would pick up an inch until about two laps from the end it looked like he might just pull it off, but the slippery surface deceived him and he did a spinout the likes that would astonish anyone. He didn't make it but he got a good round of cheers from the thousand odd spectators. Scally is, without a doubt, a spectacular rider to watch on the riots.

While he didn't make the Main, he had the pole for the trophy dash and brought his Sonny Kenyon racer in for the win to make Bultaco a three time winner in that department.

Craig Filmer led out the 10-lap Consolation with Steve Hernandez and Jerry Baugh close in tow and had everything in control until the last lap when Baugh made his move and took the lead dragging Hernandez along. Filmer, mechanic at the Kenyon racing enterprises, could only shake his head after the race. It's O.K. Craig, there's always next week.

(Results on page 24)

Slo-Pokes MX

By Margaret Earnest

SANTA MARIA, CAL., Nov. 14, 1971 – The Lompoc Slo-Pokes had something new and different for the nearly 200 riders who showed up for the motocross today. The course had been reversed and it became a whole new track. The turnout was expected to be light because of Hopetown running the same day but there was one of the largest Open Senior classes ever, with 20 on the line.

Jim West on his Husky had troubles from the start and retired for the day after running only one moto. Bob Bowers, Husky mounted, with two first and a second took the first overall with Joe Cushaway from Santa Maria second.

The small bikes usually have a hard time at Spillway Park but today was different; track conditions from the recent rain gave them good traction and Victor Lee, on a Kawasaki with three firsts, took home the first place gold.

The 125 Seniors showed up with a few new faces but it was the same old dice game with these fellas with only their number increased. Dean York on his Bul put it to 'em for the overall win with Gerry Smalley settling for second.

The second Div. of the 250 Jrs. saw a beautiful contest between Mike Beardsley, an experienced rider, and Dana Batchelor, an inexperienced young novice on his first 250 race and with only two rides behind him. Dana had tried it before on a Honda SL90 and went to a two stroke Suzuki in the 250 class and this was his first time out. Fifteen-year-old Dana may have gotten himself a first overall but a loose wire connection in the last moto threw him back to seventh and a third overall, not bad for a third race.

The 250 Srs. saw a tight contest with Dennis Law, Sherman Schnellar and John Caldwell, with John riding his first Senior race. Caldwell led at the start and went down in the first corner and the lead switched to Law. Dennis suffered an injury a few months back and today was his first time back and looked great until mechanical failure retired him. John did a spectacular endo which eliminated him the third time out so it was anybody's race. Schnellar got it all together with two firsts and a second for the first place win.

This track today, partially due to the course reversal and more so due to the recent rains, was the best ever. Walt Axthelm was quoted as saying the Europeans would've just loved it.

(Results on page 24)

Foley Doubles; Davidson Hot

By Bill Spencer

LA GRANGE, CAL., Nov. 21, 1971 – National scrambles champ Jim Foley tightened his grip on the number one plate today with a double win in the 250 and 500 Expert classes. Arch rival John Gennai could only hang on to a second in the 250 and wound up even for the weekend after a win last night at Orland in which Foley kept a close watch with a second.

Foley's grasp of the last half of the season has been remarkable and rumors that he couldn't handle Gennai became unfounded as, in a heat, Foley passed Gennai on the outside of the first turn to win. The Main was even less of a battle. Foley is very pumped up about both the District point battle and the National title, too. He had won that and would like to credit his gallery with that title once again. It is possible to win the District and not the National though, as was the case two years ago when Paul Johnson wound up number 5 in District and number one, nationally. This is also possible for Gennai who built up a tremendous amount of points early in the year. That decision will take some time though as the AMA national computers will have to wait for the clubs to get all the results in and tallied.

Jeff and Ted Davidson are really doing their thing these days on board 125 Pentons set up by father Ted of Import Cycles. Jeff led out the 125 Expert Main with a slew of guys close behind. Mark Asbill, being one of these hard chargers, surprised all by dumping in the first turn. Ted Davidson got wide in the next corner and it looked like Jeff, the younger of the two, I think, would have it easy. Naturally this wasn't right. Asbill got right back up and Ted put on the banzai charge. By the end of the race, Ted was banging on little brother's rear wheel and Asbill had moved back through the pack to third. Good show, guys.

In the girls' run, Debbie Jackline got the nod as the only Expert. She really gasses it up and might even be good enough to take on the boys, if they would let her. Ginger Burrola was second and got the Junior trophy but Cheryl Vestal, who won the Novice portion on her stock 90, didn't get anything for her efforts. Not the nicest thing one could do for trying.

A large contingent of mini-bikers was present and Ricky and Chris Baptista took the young division while Duane's brother Mike Bowling took the older with a girl getting third. Jana Smith took off her helmet for her trophy and there were some aghast at the long blonde flow that exuded. She didn't kiss the trophy kids, either.

(Results on page 24)

John Larsen at Murphy G.P.

Murphy GP Wrecker

By Pat Jenkins

MURPHY, ID., Nov. 21, 1971 – Most spectators at the first annual Murphy Grand Prix came expecting to see Don Willhite and Herb Uhl dominate top places at the finish but from start to finish this was a different race.

Virgin sagebrush is a big bush that hasn't been had by your throttle cable, jammed your gear lever or endoed you into a rockpile.....yet. Appropriately a shotgun blast and a Le Mans start sent 135 riders into an adult education course on what sandwashes, rock piles and chin-high sagebrush can do to a bike. And what a course! O. J. Thompson took a coyote trap line, threw in some steep hills, added all the boulders in the world and laid out a 90 mile happening. If you happened to be there, you had fun.

Murphy, Idaho, a one bike cattle town with a goat herd on the side, was the scene of Idaho's first big Team Hare Scrambles. The three-lapper was plotted right through the town's best sandwash with pitting action on Main Street (?). The locals were as nervous as the bikers but the sheriff led the teams, three abreast, out to the start line with the decor of a Mothers Day Parade.

For weeks the hot-shoes were scrambling for good 125-ers necessary to round out their teams and when the action headed for the smoke bomb hill most teams let the small bikes set the pace. Getting there first is the name of the game but the first teams to make the steep bomb hill seemed to be jinxed for the rest of the race and most failed to finish. When the crowd arrived it was pile up time halfway up with everyone trying to grab enough dirt to traction to the top.

John Larsen, Pat Thompson and Rick Jenkins, all Bultaco mounted, were the first team to round the crest without a get off and with that good omen finished out the remaining 85 miles to take home third place trophies. Eddie Barnett and Kenny Krawl joined their 250 Huskies with Steve Olson's 125 Rickman and found the combination to first place after some fancy passing during the second lap. Rounding out the top three was Vic Greenfield and Terry Hartung mating their Maicos with Tim Gaskell's 125 Penton for a strong second. Six hundred and sixty ccs of Yamaha divided between Johnny Thompson, Leon Sackman and Mick Domms was just right for fourth place followed by Van Littlefield, (360 Yamaha), David Logener (360 CZ), and Lowell Davis on a 125 Honda in fifth.

And back on the course things were happening. A lot of teams found that the ones who stay together just might place. No team could pass a check point without all three members, and the checks started to look like social gatherings as riders began to realize that going fast wasn't the whole story. Breakdowns changed the results every lap and if you could find a riding partner that was also a good mechanic you were doubly lucky. Somewhere along the line Bob Moore lost a team member and Don Willhite lost the rest of his team so they joined up in the middle of the course. Why not? But Sneaky Week had just ended so Willhite's attempt at an incognito finish didn't work and the "team" was DSQed from sixth place. Herb Uhl's third member was riding with a poorly healed broken shoulder but still finished 12th.

When the race was over, the cattlemen decided it really hadn't been a fight between the good guys and the bad guys and cyclists picked up more litter than they had left. Except for one goat that wouldn't give milk during the race, there were no incidents and the whole thing was pronounced a success.

(Results on page 24)

Fourth place team rides through Murphy's sandwash.

ORLAND INDOOR

Gennai Tops ST

By John Noffsinger

ORLAND, CAL., Nov. 13, 1971 – John Gennai gained a little revenge on Steve Pestoni as he took home first place in the Expert Main here at the Orland Indoor races located at the Glenn County Fairgrounds. Pestoni has to be content with third place behind David Massae who had snuck into second place.

Jim Hubbard on his blue Suzuki pushed to first place in the 125 Expert Main. Jim experienced a little difficulty the previous week, however, was not to be denied this evening as he had first all the way.

Danny Peterson, a local boy, really had the crowd cheering as he really ran away with the 250 Novice Main. Dan had his Ducati perking all the way, and enjoyed a considerable lead.

A second grouping of seats were placed in the south end of the building. The arrangement was very enjoyable to the spectators as now there was more elbow room available, and one could change seating arrangements without worrying about getting a seat back again.

The races are run in fine order, the boys really put on a a show, and what better way to spend a Saturday evening.

Other winners were 125 Novice Nick Rago; 125 Junior Ray Hubbard; and 250 Junior Greg Ferguson.

Then Does Encore

By John Noffsinger

ORLAND, CAL., Nov. 20, 1971 – John Gennai of Los Gatos, Calif., again ran the opposition into the ground at the Orland Short Track races held at the Glenn County Fairgrounds. John made shambles out of the other Expert riders and won the Main Event by a full straightaway over his number one arch rival, Jim Foley of LaFayette.

Greg Ferguson of Sacramento was the big winner in the Amateur 250cc class, winning all three races he entered.

The 125cc Expert class was dominated by Jim Hubbard of Chico, Calif. He and his blue Suzuki perking all the way, and there was considerable distance between he and the second place finisher at the end of the Main.

The races were hurt by a conflict with an Orland-Willows football game, however, there were still some 400 die-hard fans in attendance. The local fans were pleased when home town Dan Peterson again was the big winner in the 250cc Novice Main. Here, too, it appears that bike preparation and rider style was the decider. Danny really turns it on, and at this rate will soon sport an Amateur plate.

(Results on page 32)

Cook, Waymire Open Leads at Goose Hollow

By Jerry Shipman

GOOSE HOLLOW, ORE., Nov. 7, 1971 – The second race of the Goose Hollow Northwest Championship Penton Series saw Bill Cook in the Open Expert class and Butch Waymire in the 100 Expert class jump to an early lead for the overall points towards the $5,000 combination cash and a new 125cc Penton MX.

The man with the most points will be judged the overall winner. However, most riders like Cook or Waymire who are entered in two separate classes will be scored only on their highest scoring class, no adding up of two classes.

Mud, plenty of it, was the condition here and it made a course change mandatory.

It was decided to run the Open class first to help dry off the track and right off, Cook led with Jay Terry's Maico right behind his Maico to grab second on the first moto. Second moto was almost a duplicate of the first but with Mike Fleming, also Maico mounted, getting in there on a quickly drying course. Cook finally took all three with Terry getting a fine second overall in front of Fleming.

The 250 Expert was quite a bit different with Cook being constantly hounded by Larry Mascotte and Bob Rush. Cook actually lost a third moto when his bike and Rush's CZ tapped bars just going into the giant jump, slowing both to let Larry "the chunk" Mascotte by to take the moto and a good second overall.

Waymire really owns the 100 and 125cc Expert class here and today was no exception. They ran all 100 and 125's up a new scratch section right in back of the concession stand then over to the next cut-out section back to the original track. Butch and his Hodaka/Metisse really made short work out of it never really looking back too much with one exception, Salem's Ken Buirley.

Ken, after trying out the mud, finally got going to really press Butch in the 125 Expert class but Waymire's Metisse just wouldn't let that happen, so Ken had to settle for a second overall. Following Butch to a very solid second place in the 100's was Salem's Diane Cox on a stretched Honda-framed Suzuki powered created by her "old pappy". This combo and Diane's ability really blitzed the rest of the boys in her class.

Little Wally Klemp on a "Baby Greenstreak" 100cc Kaw. really had no trouble with Richard Reed's Honda in the 100 Intermediates. Richard looked contented just to stay on and finish in one piece.

(Results on page 24)

Kapus Gets Three

By N. A. Williams

WOODLAND, WASH., Nov. 21, 1971 – Kapus has a little bad luck but still takes home three turkeys.

Once again 218 riders were on the track. Each rider was hoping to place well enough in the Main Events to be able to take home one of the many turkeys given today.

Gary Kapus (Yam) went down while in the lead of one of the 250 class heat races. Gary got up and managed to catch up and take the win but the heat was too slow for Gary to make the Trophy Dash. Gary did make the dash in the 360 class, and he took first in that event.

Bad luck was with Gary again in the 250 A Main. He was in the lead with one lap to go when he went too wide while lapping a slower rider and Don Dodge (Kaw) slipped under Gary to take first.

Gary came out fast at the start of the 360 A Main and held it all the way for the checkered first, with Bill Ehrens (Kaw) second and Robby Ohge (Mon) third.

Jim Herschback (Suz) had his troubles in the Open class.

After winning his heat and the Trophy Dash, he could not keep the Suzuki running in the A Main and had to drop out.

Jim still had two turkeys though, because he finished second in the 100 A Main.

(Results on page 24)

No Rain Makes Dust

By Tracy Lantz

REDMOND, ORE., Nov. 21, 1971 – Everything was perfect for the running of a hare scrambles in Central Oregon's desert country except the weather, the one thing you can't control. Lack of moisture for the last week made the trail very dry and dusty.

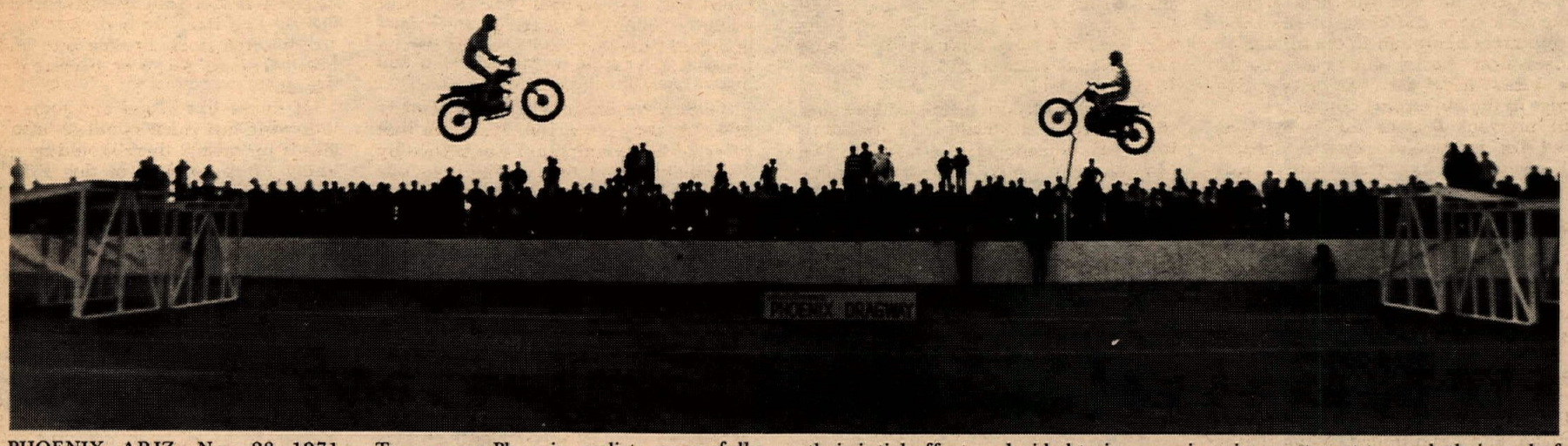
At 11 a.m., 15 100-and 125s bombed off for five laps on the 10-mile course. About one-half mile out Dan Lindsay (DKW) held a good lead over Tom Mattox (Hon) and Paul Hug (Suz). At the end of lap one Lindsey pitted for gas having forgotten to fill before the start. Steve Stotesbury (Hon) took advantage of Lindsay's mistake and moved into the lead, only to momentarily break on the fourth lap letting Lindsey and Maddox by. At the finish it was Lindsey, Maddox and Stotesbury. First 100cc was Joe O'Halloran (Hod) followed by Dale Hicks (Hod).

The conclusion of the small bike class brought the 250 and Open bikes to the line for their chance. Yours truly on a CZ got a good start while everyone else fought for positions back in the dust. Brian Eastburn (Mai) worked from a bad start to just a few seconds behind at the finish. Pulling in third, second 250, was Steve Sundseth (Mai) riding his third race.

Hopefully, more races will be held this winter. Race dates will be posted in Cycle News.

(Results on page 24)

Double Jumping Latest Rage



PHOENIX, ARIZ., Nov. 28, 1971 — Two young Phoenix cyclists successfully executied the world's first double-motorcycle jump today — thereby establishing a new distance record. Gary Davis, age 20, and Rex Blackwell, age 18, passed within three feet of each other in mid-air at Mel Larson's Phoenix Dragway, in an unprecedented display of motorcycles in flight.

Starting from opposite ends of a double-ramp set-up, Davis and Blackwell sped down the long drag-strip toward each other, vaulted from their respective take-off ramps, brushed by each other in mid-flight, and landed on the opposite ramp. Davis' jump measured 103 feet — three inches: Blackwell, who experienced mechanical problems with his motorcycle just prior to the record leap — soared for a distance of 92 feet, five inches.

The crowd was treated to a bonus when Davis and Blackwell; dissatisfied with their intial effort — decided to jump again — in an attempt to reach their goal of 107 feet. Marking the touch-down point of each of the cylists were members of the Maricopa County Sheriff's Department. Verifying and certifying the distances was Rick Lynch of Motor Sports, International, the governing body which sanctions such records. Lynch declared the jump a new world record for double-motorcycle jumps.

Mel Larson, owner-operator of the Phoenix Dragway and sponsor of the Davis-Blackwell jumping team, announced that the boys would make another double-jump on January 16th in an attempt to better their record. Larson added that a national tour is slated for Davis and Blackwell, indicating the schedule was not definite pending his consideration of various offers and dates.

Lee Noblitt supplied the only close competition for the 125 Novice winner, Jim Lawrence.

ADR Gets New Additive

By Mike Murphy

LIBERTY, ARIZ., Nov. 14, 1971 — A new dimension was added to the track at Arizona Desert Raceway today; water. Real H-TWO-O. This new feature was the undoing of more than one rider who was not used to it and hasn't prepared his machine for it. This rare liquid (rare here anyway) was brought in by a water tank on a trailer and dumped in the first wash off the straight from the starting line. It didn't make mud or sink in, it was just a nice (?) high speed pond.

The dust didn't help either. Tons of dirt were put on almost all of the track in response to rider's complaints about rocks. Lack of time, however, prevented Phil Aurenheimer, the track manager and operator, from putting enough oil down to prevent a dust problem. As a result, the entrance to the "pond" was through a small but thick dust storm. This will soon be rectified, Phil assures.

As usual Dave Miller (Hus) walked off with the 250 Pro gold. But for the first time this last few races he was not out in front. Too few Pro entries necessitated a mixed Pro class: 125's, 250's and Open all together. But this time an Open rider from down San Diego way held Miller at bay. Mike Stephenson (CZ) took the lead in the first two motos and held it to the finish. In the first moto the water got into Miller's electrics and he lost his spark; twice. The first time of the second lap he got started and off to chase Stephenson before anyone passed him. On lap three he stalled and two riders passed, one was Frank Fruciano (Mai) another 250 Pro. Miller started again and played a game of catchup to come in third behind Fruciano.

The second and third motos weren't a repeat of the first. Miller was glued to Stephenson's rear tire in the second and passed Stephenson in the third when the California rider spun out.

In the 125 Novice class Jim Lawrence (Bul) walked or rather ran away from most of the field in the first moto. Lee Noblitt (Suz) being his only serious competition. But Lawrence fell victim to the water hole in the second moto and his piston came apart. According to the rules of the track a rider and cycle must finish at least one lap every moto to get points for the season. But the rules do not say that the rider cannot push the bike the required lap. And that's what Lawrence did. By a unanimous vote the other 125 Novices elected to let Lawrence (with help) push his broken Bul for one lap in the third moto and Lawrence kept his point lead for the season.

(Results on page 24)

BCDR Stages Neveda 'Cross

By Kent Nicholls

LAS VEGAS, NEV., Nov. 21, 1971 — The Las Vegas area has to have the world's worst soil for making a good motocross track. If it's not that super fine talc-y silt, its rocks, boulders and such.

We had a good course set up near a natural spring but the land is owned by the local school district who seems to be against motorcycle racing. Enter the Boulder City Dirt Riders. These guys looked a little harder and came up with an are where the soil is fine volcanic soil. BCDR then took a good natural area and made it even better. They set it up so that it could be 100% watered down. Their turly fine course had uphills, downhills, and some neat turns with three-feet high berms on them.

The 100cc combined class (26 strong) was the first to take a crack at the super course. Before one lap, nearly half of the field had fallen down at least once. One of the survivors, Bill McDaniel, won the moto, not without a real fight from mini-bike ace Kevin Davis. Bill went on to win overall in the 100cc Novice class.

The start of the 125cc Novice class, the largest class of the day, can only be described as awesome. The 125 Am/Ex. races had to be the best of the day with Experts Danny Davis, Bobby Davidson and Casey Folks having the three-way duel of the century, finishing in that order.

In the 250 Am/Ex. go, a couple of Experts figured, why wait until out on the course to crash? So they did their thing right in the starting area.

Boulder City Dirt Riders' only real blunder of the day was when they watered down the steep uphill (that's the one with a nasty left turn in it), just before the third 100cc moto. Ever try to ride a 100 up a steep hill that is so slippery that you couldn't even walk on it?

(Results on page 24)

Cycle News Central

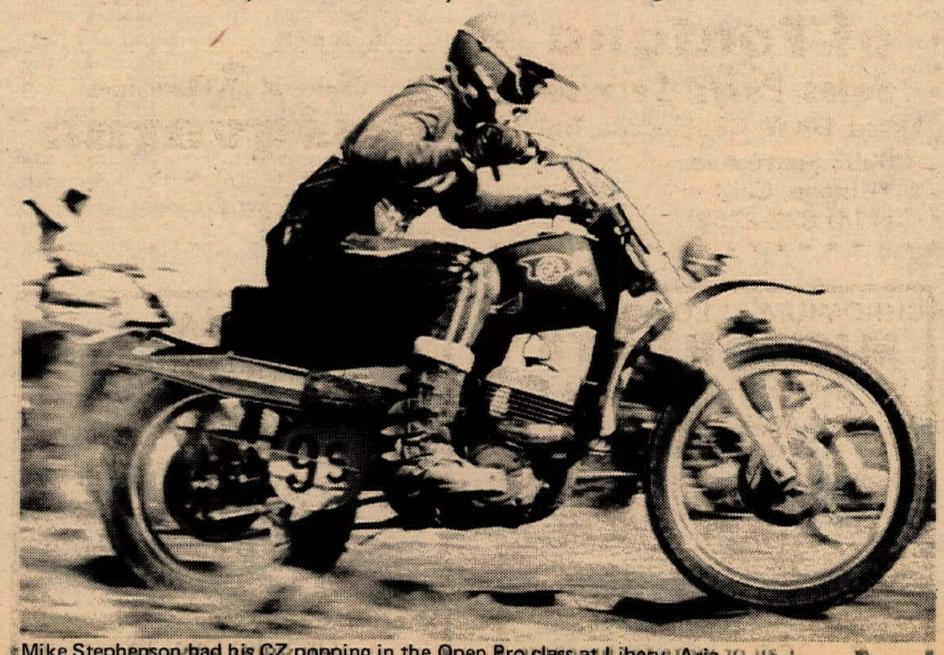
MINT 400 MARCH 19-21

The Fifth Annual Del Webb Desert Rally, alias the Mint 400, will take place March 19 through 21, 1971. Entry for each vehicle has been set at $300 per.

This year the course designers promise to cool the dust and silt and allow for more high-speed areas.

Motorcyclists will race under one division (Division I) with $11,800 up for grabs, $6,000 of which will go to the overall winner. As a bonus, an extra $1750 will be divided amongst the first three 126-250cc machines and another $1750 handed out to the top three bikes under 125cc.

Get the full skinny from the Mint Hotel, Las Vegas, Nev. 89101.



Mike Stephenson had his CZ popping in the Open Pro class at Libery, Ariz.

SMRA BACK AT SAN ANGELO

By John Blanton

SAN ANGELO, TEX., Nov. 21, 1971 — In a surprise move, the Southwest Motorcycle Racing Association (SMRA) extended the Texas road racing season by holding yet another event at their home track at Wall, Tex., just east of San Angelo. It was the first regular event here since the close of the 1968 season, races being run in the interim at courses near Austin and Fort Worth. The years have seen an astounding change in the old airport course.

In previous seasons the course was noted for its boondocky atmosphere, and negotiating the track was a real adventure. (On my first attempt to circumnavigate the course in 1964 I got lost among the sunflowers and had to wait for a racer to come by so I could tell which way the course went.) No more. Today the racing surface is as clean as a Monday morning blackboard, and the number two straight has been turned into a first class drag strip with lights, grandstands and guard rails, themselves a mixed blessing.

David Watkins turned up on his TD2 Yamaha, and I mentioned to him that it had been a long time since he had appeared on the West Texas course. He replied that it certainly had been a long time. The last time he had ridden here he had ridden a 650 BSA and his 175 Bultaco and had won the wheelie contest and the 175cc class. Dave seemed determined to win the 250 class this time out, but it was not to be. Although Dave came around in front for the first few laps of the heat, his friend Mike Cone from Sherman, Tex., was not far behind and led the remainder of the race. In the 250 feature Dave could not do even that well and had to follow Mike for the whole distance. Third in both the heat and the feature was Larry Beall, Jr., sliding a high bar Ossa through the turns in the style of another well-known Beall.

The older Beall was aboard a kitted 750 Honda in the Open class and was having a devil of a time of it. He insisted that he had enough power from the four but that he was not getting it to the ground properly. That seems doubtful in light of the circumstances. Each down shift of the four brought forth a great cloud of white smoke from one of the cylinders, so much that the Honda's progress around the course could be noted by watching the exhaust. It is hard to believe that an engine can develop full power when something is that wrong with it. Besides that, Beall was riding in top form, sliding the big bike into the turns with smoke coming off the tires as well and never seeming to miss his line.

Never-the-less, in both the heat and the feature, Beall steadily lost ground to both J.C. Klusmeyer (Nor) and to Jon Minonno (Tri). Mike Cone had a 250cc TR2 Yamaha for the Open class, but he seemed to get off to a late start in the heat and never made it up. In the feature, however, Mike soon passed Beall's Honda and began to challenge Minonno's Triumph for third place. He stayed consistently in the 750's slip stream and may have even headed it briefly, but third was the best he could finish.

Gary Wilson won the 200 heat on a naked Yamaha over Duncan Paul's sleek Suzuki in a close race, but in the feature Gary was up against the 125 heat winner, Johnny Bryant, also Yamaha mounted, and the lead changed several times before Gary could pull out the win.

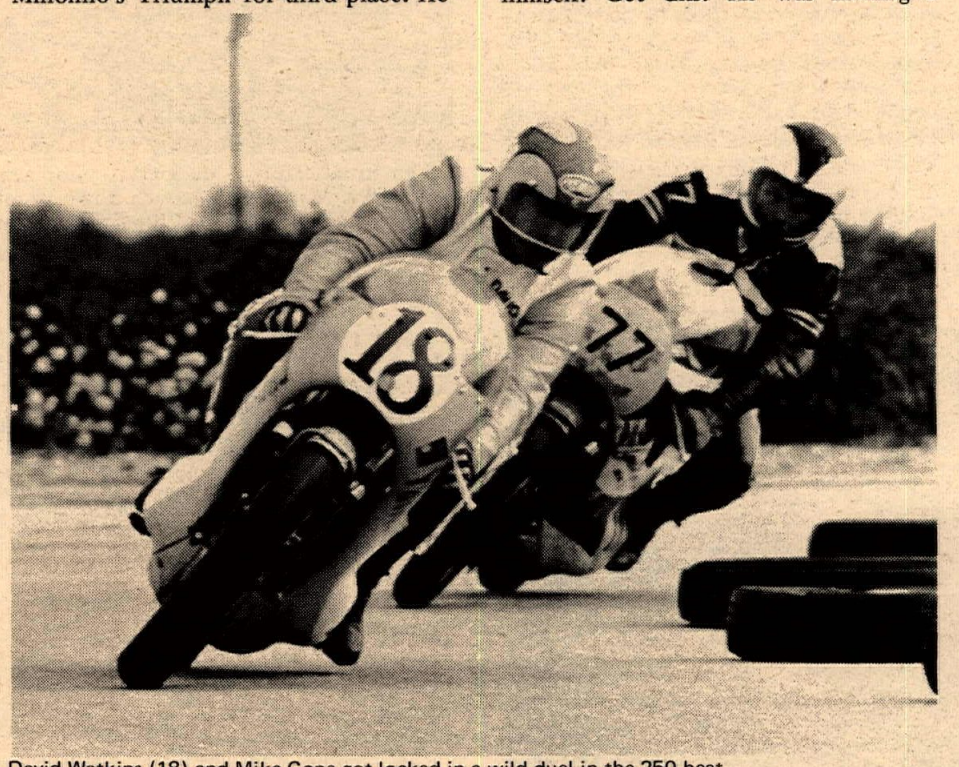
There were drags, also, and a comedy of errors they were, too. It seemed that every second elimination was settled by a disqualification of some sort. In one instance both competitors in one run were eliminated when both broke out of their qualifying times. On another occasion a guy on a Honda SL350 (yes, with grass hopper tires) eliminated himself. Get this. He was making a by-run. His opponent for the run was already eliminated and did not even show up on the grid. All this guy had to do was to drive his motorcycle down the strip and through the lights to be advanced to the next round of eliminations. You guess it. He broke out.

The top eliminator was settled in a run between Nick Moral on a 500cc Kawasaki kneeler and Lee Wood on a Harley fueler. The 500 was given a big spot, so he took off while the Harley was still warming up. Then Wood cracked the throttle, and, rear tire smoking, he caught Nick at the three furlong point. Something was terribly wrong. The Harley was going much too fast, and its exhaust crackled and popped as Lee shut it down before the lights. Too late. He had once again, as he so often does, broken out, and the win went to the ever persistent Nick Moral.

If racers like Wood and some of the other big-fuel riders could get into some heads up racing, there would be quite a show of speed, but in this E.T. style competition, where consistency alone wins the race, the fuel bike rider is at a disadvantage; one just cannot control the speed of a fueler that well. I previously reported an event at Green Valley, in which Wood's fueler was eliminated in the final run by a steady-running Yamaha street bike that had gotten into the top eliminator class by the absence of enough fast bikes at the course that day. The 250 turned 16.97, and the Harley turned 9.94, broke out, and was eliminated.

SMRA ran another kind of race today, also; combination dirt-asphalt races. It is really a motocross with part of the course following the road race track. The event was run later on in the evening.

(Results on page 24)



David Watkins (18) and Mike Cone got locked in a wild duel in the 250 heat.

Kaw Valley Enduro

By Lyle Fergus

KAW VALLEY, KS., Nov. 14, 1971 — Mother Nature must love the Kaw Valley Enduro because she provided the Wheelsport Motorcycle Club with a beautiful weekend and some of the best enduro terrain in this part of the county. A lot of the riders and families camped at the clubgrounds Saturday night. Sunday morning the grounds was jammed full of vans, cars, trucks and a few motorcycles, 360 to be exact.

The overall winner was Vern Street riding a 250cc Husky. He lost a total of 10 points. Vern was presented with a Belstaff riding suit donated by the Wheelsport Motorcycle Club of Lawrence, Kansas.

The overall travel trophy was donated by Print and Pride Trophy of Topeka. Vern gets to keep the travel trophy for one year and his name is engraved on it. He will have to win it three times before he gets to keep it. The overall winner in each class were presented with a champion plaque and the next rider was given a first place trophy and then on down depending on how many finished.

(Results on page 24)

Gerber Gobbles Up Turkey Run

By Terry Newfarmer

CAMP WILLIAMS, UTAH, Nov. 22, 1971 — The winners thought this year's Turkey Run was tough but good, while many of those trailing behind gave it up as a bad show.

Their cause for concern was the section of course that began with a long, long climb up a gravel jeep trail to a ridgetop, ran the ridge through snowdrifts and mud, only to descend down an untracked ridge covered with basketball-sized boulders. The descent was a paddle-down affair for most of a mile, but it looked longer and longer during the eight-lap race.

The show of the day was provided by overall winner Preston Gerber and 250 winner Woody Lawhon, as they outdistanced the field in a day-long battle for the lead. The first couple of laps saw Gerber charging to open up a lead, with Lawhon hanging on 50 feet behind, as they quickly began to lap slower riders.

Then Gerber somehow managed to bind up his front wheel with a bent fender, and while his pit crew broke off the offending fender, Lawhon streaked over the first hill into the lead. By the beginning of the seventh lap, Gerber's relentless pursuit closed the gap to about 15 seconds, but Lawhorn was still in the lead when he stopped at the beginning of lap eight, thinking he needed gas.

He didn't, but by the time he rushed back to the course, Lawhon was just in time to drop in behind Gerber, and the contest was decided.

Not very far behind was Peter Crandall, who ran away from the 125s, to remain unbeatable in the class. First 200 was none other than Woody's father, Lloyd Lawhon, who grabbed the class lead after Kevin Croft retired with a broken chain and WD-1 communications wire wrapped around his rear hub. (One of the hazards of racing on a military compound.)

First 100 was Lamar Walker on his stretched-out Hodaka, but David Crandall is back racing, and he is beggining to put some pressure on.

The course was not marked, and there were no checkpoints except at the pits, but the riders were taken on a guided lap, and "spotters" were placed to detect course-cutting. Some six or eight riders were thus disqualified, but after-race rumors suggested that still more cutting went undetected. Another problem was that two riders traded off on the same bike, tangling the results — one can go only so far in blaming such behavior on the club that puts on the race.

But a three-hour wait in the cold made one thing clear: The Salt Lake Motorcycle Club needs to devise a system for more quickly arriving at official results.

The club's next effort will be the Cherry Creek Hare and Hound in the spring, and Race Chairman David Spencer promises a new and faster results system, but insists that some cross-check on helmet stamping must be included.

Smaller than expected entries in Utah cross-countries of late indicate a trend toward motocross by some riders. The reaction to Sunday's course suggests the need for a decision on whether races should be tough, hence a better test of skill for the serious racer, or easy, since most of the competitors ride for fun.

(Results on page 24)

CYCLE NEWS TAKES A HOLIDAY

The Cycle News office will be closed from DECEMBER 21 thru JANUARY 4

ADVERTISERS.....

The deadline for our first paper after vacation is Wednesday, January 5, at 5 pm.

For any events to be publicized before Jan. 12, your ad must be in Issue No. 50, which is on sale on December 22, deadline December 15.

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CMC'S NEW COURSE

Drizzle Greets Night Motocrossers at Lions

By Eric Raits

WILMINGTON, CAL., Dec. 3, 1971 — Steady rain and a cold wind welcomed 200 riders to the winter season's first motocross at Lion's Dragstrip in Wilmington, California.

Miserable weather formed a dismal backdrop to some exciting racing which separated the serious from the curious. The serious racers stayed but the curious ones went home early.

The course wasn't completed until just before practice and a lot of speed and action were crammed into the tight, sandy track.

The Ascot regulars were joined by the Southland's touring Trans-AMA riders and the regulars dominated the top spots.

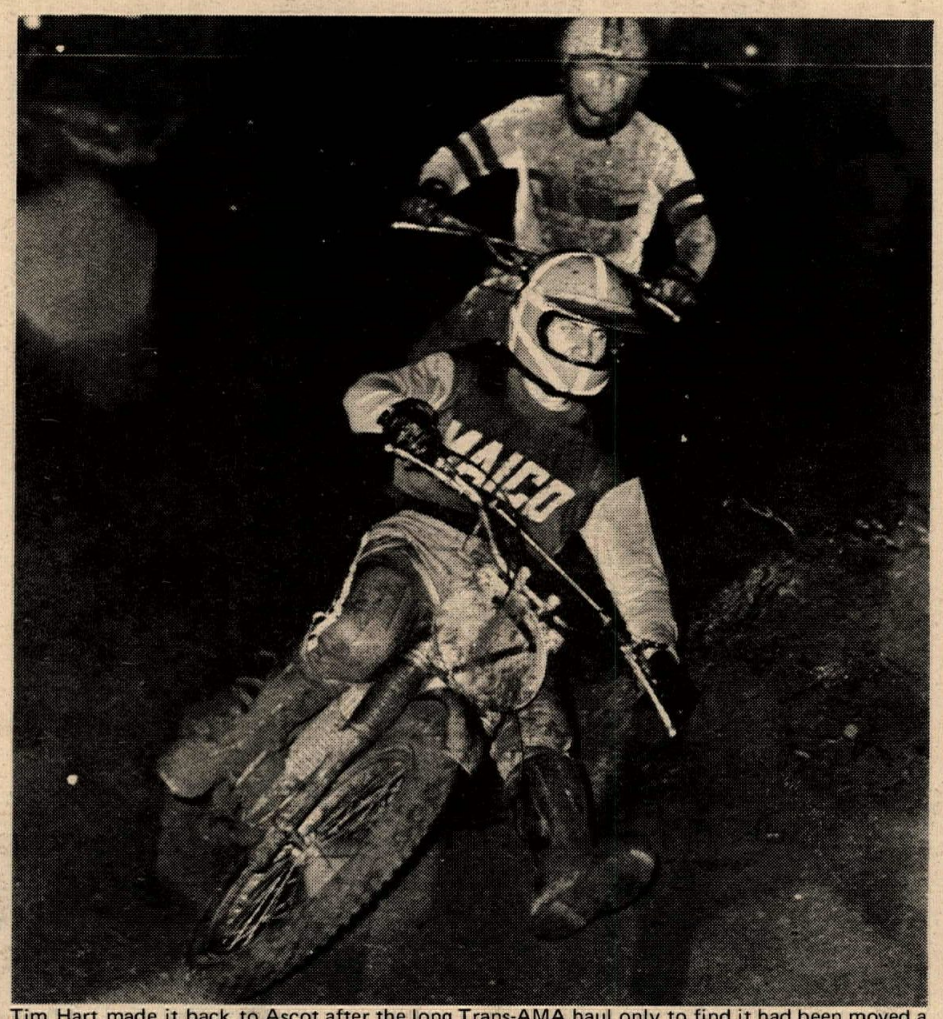
Bill Payne and Werner Schutz each had a first and second and Ex-Ascot regular Mike Cram took a first and third in Expert action.

Payne had clear sailing in the 125 class as Jeff Wright couldn't get untracked and was one of the few riders all night to sweep any class with three wins. Wright finished second overall ahead of John Rice.

Cram used good starts most of the night to hold off Werner Schutz in the 250 Expert class. Gaylan Mosier looked strong in the first moto with a dandy lead until he lost his chain and let Cram by. Schutz was too far back to contend for the lead. The second moto was a near perfect ride for Cram. He led from the start but had Schutz pressuring all the way. The German tried passing in nearly every corner but Cram staved off his desperate thrusts and rode a heads-up five laps to clinch an overall win.

Phil Jacobsen took the lead in moto three and fought off Schutz as long as he could. Jacobsen's second place finish earned him third overall spot.

The 500 class saw Schutz work his way up after a mediocre start and then stretch out a fair lead by the end of the first moto. The second moto promised some excitement as Bill Payne took the lead and held it over Schutz until his bike coasted to a stop with a mechanical problem. Schutz took over the lead and wrapped up the overall win. Second overall seemed to belong to Cram as Payne sat and let the entire pack go by before he could get back in the running. Payne restarted and rode like a madman to take fourth before the race was over, then won the last moto ahead of Cram and Schutz to take second ahead of Cram.



Tim Hart made it back to Ascot after the long Trans-AMA haul only to find it had been moved a few miles to Lions Drag Stip.

250 Expert Dave Pessey leads while Brad Brown fidgets.

Joe Johnston continued his rapid rise through the ranks. He won all three motos in the 250 Intermediate class and will be moved to Expert next week. Second placer Dave O'Haver will also move up to the top CMC classification.

Lion's and CMC officials circulated among the riders, asking suggestions for improvement. More lights will be installed and the existing ones will be aimed toward the track's dark spots.

Most riders, though they fought the constant drizzle, cold, dust and sandy whoop-de-doos, said they'd be back.

(Results on page 24)

Paul Bakkedahl (818) gets inside a bunch of his pals. The funny shapes on the photo are caused by raindrops falling in photog Raits' lens.

LANE RECORDS SWEEP AT DUNES MX

By John Grout

Photos by Racing Photos

VALENCIA, CAL., Dec. 5, 1971 — On a day which once again found it a difficult task for any of the riders to score perfect grand-slam victories, Glen Lane, the Maico-mounted mauler, located the three straight wins which had eluded him on the previous Sunday as he turned back a potent field of Open machinery during today's motocross program at Indian Dunes Park.

No, the wire isn't holding him up. This tyke is for real.

Lane, seemingly never in trouble, led all three of his motos from the opening gun to the final flag, as he took the measure of two CZ racers: Gary Martin and Ken Janson.

The young Maico rider also recorded the day's fastest lap time of 1:33 during the running of the first moto for the Opens. And, in so doing, Lane shapes up as a definite threat for this Sunday's final round of the Indian Dunes-A.C.E. Motocross Championships.

Other riders to score three straight wins were Bill Waite (H-D) in the 100cc Beginner group, and Dan Drazkowski (Suz), who got nasty with the Beginners among the 125cc crew.

J.C. Siebrandt, who is always among the front runners in the Old Timers' brigade, collected a 1-2-2 record while grabbing the day's overall win against that bunch while Ed Poore on his 200cc Bultaco, again got the victory for the small-bore, Old Timers.

Nancy Payne (Bul) had to overcome trouble in the final Powder-Puff moto to defeat Norene Hendrix (Ric), Trudy Stubbs, who was mounted on a new prototype 100cc Yamaha, and Vicki Hendrix, who was also Yamaha riding.

Larry Hentschel — just returned to the racing wars at the Dunes — cracked down on an excellent field of 100cc Novices; getting his Rickman home in front of Hodaka rider Mark Morrison and Mike Porter, who was also astride a swift Hodaka.

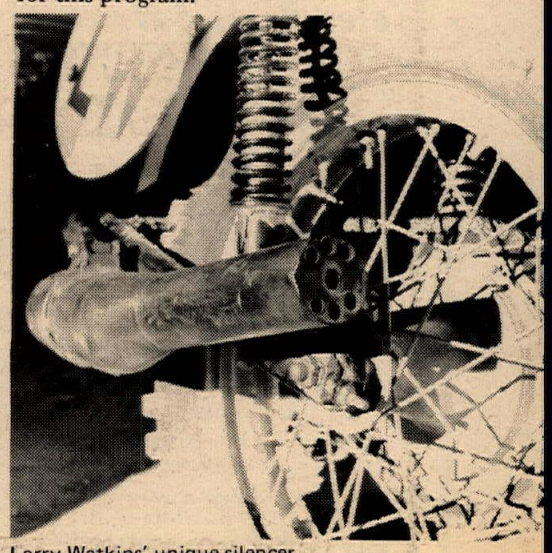
Randy Stubbs (Bul), who was clocked in a remarkable 1:34 for one lap in his first moto was the day's overall winner in the 125cc Novice combat in division A while Penton-mounted, Johnny Fenton, was the collector of the heavy brass against the division B bunch.

Husky snorter, Ernie Hendrix, had to settle for a second in his first heat with the 250cc beginners — then he got angry — and sailed to two straight, long-yardage wins. That gave him the overall.

Lynn Stokey, straddling his ever-fast, yellow Maico, was responsible for second fast time on the program, just a fraction behind Lane's time, and still in the 1:33's, while he took the win over the 250cc Novices in division "A". Mike Keena, Long Beach Jawa pilot, bopped the 250's in division "B".

This Sunday's motocross at Indian Dunes — which should be one of the biggest shows of the entire year — will feature the fourth and final round in the track championships. The events will be filmed by NBC television, and will highlight most of the top names in American motocross — along with a few of the European hot-shoes.

The first race this Sunday will leave the starting line at 9:00. The adult spectator price will remain at only $2 for this program.



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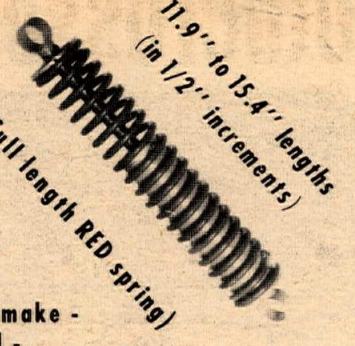

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1972
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Kidney belts	$7.50
Chest protectors	$8.95
Z Bars	$7.95
Lock Tite	$1.29
Glass goggles	$5.50
Bungi cords from	$.20
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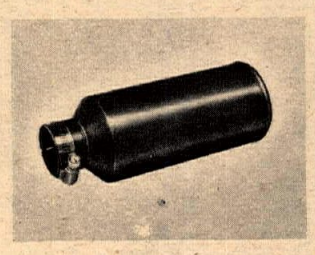

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CYCLE NEWS TAKES A HOLIDAY

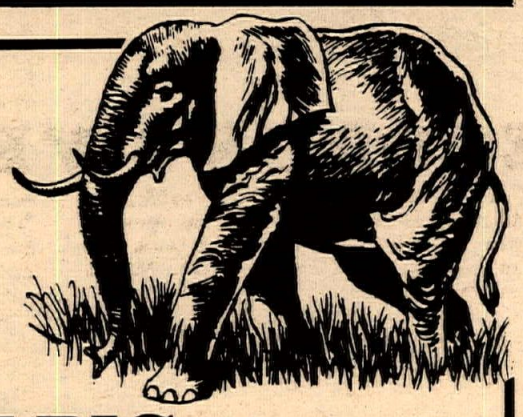
The Cycle News office will be closed from DECEMBER 21 thru JANUARY 4

ADVERTISERS.....

The deadline for our first paper after vacation is Wednesday, January 5, at 5 pm.

For any events to be publicized before Jan. 12, your ad must be in Issue No. 50, which is on sale on December 22, deadline December 15.

Cycle News Advertisers



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NCMA-PNTA TRIALS
Gold Bar, Wash.
Oct. 31, 1971
EXPERT CLASS
Sam Shaffner (Overall) 25
Tom Hines 31
Kelvin Marshall 31
Keith Windham 43
Ronald Hasby 63
126cc & OVER AM.
Jim Loso 102
0-125cc AM.
Bill Taylor 53
David McCallum 71
Russ Midkitt 72
Ken Syverson 81
Jerry White 81
Bob Lambert 81
Russ Barnes 103
0-125cc NOVICE
Larry Emrick 16
Donald Bieber 46
Raymond Casebeer 53
Rih Colello 61
Bob Grubb, Jr. 67
126cc & OVER NOV.
Tom Hebert 8
Berb Larsen 18
Lanny Johnson 26
Gary Johnson 26
Loren Anderson 26
Gary Egen 28
Tom Labert 28
Richard Maschmann 30
Bob Grubb 47
Hugh Hendrickson 52
Nick Hallet 63

HARE SCRAMBLES
Redmond, Ore.
Nov. 21, 1971
By Tracy Lantz
100cc
Joe O'Halloran Hod
Dale Hicks Hod
Bill Barker Hod
125cc
Dan Lindsey DKW
Tom Mattox Hon
Steve Stotesbury Hon
250cc
Brian Eastburn Mai
Steve Sundseth Mai
Alan Susac Kaw
OPEN
Tracy Lantz CZ
Dale Kendall AE
Larry York Kaw

MOTOCROSS
Lompoc Slo-Pokes
Spillway Park
Santa Maria, Calif.
Nov. 14, 1971
By Margaret Earnest
POWDER PUFF
Kathy Montgomery Pen
Sue Bowen Suz
100cc JRS.
Victor Lee Kaw
David Gomez H-D
Robert Haroth Yam
125 JRS.
Jack Keese Yam
Phil Bateman Suz
Hal Abbate Pen
125 SRS.
Dean York Bul
Gerry Smalley Yam
Mike David Suz
250 JRS. DIV. A
Pat Legge Hus
Rick Arnold Yam
Dan Waller AJS
250 DIV. B
Mike Beardsley Bul
John Holmes Bul
Dana Batchelor Suz
250 SRS.
Sherman Schnellar CZ
Leroy Cushaway CZ
Lendall Terry Mai
OPEN JRS.
David Czerwinski Suz
Scott Frisby Hus
Michael Van Deusen Hus
OPEN SRS.
Bob Bowers Hus
Joe Cushaway CZ
Ron Bass Hus

MOTOCROSS
Arizona Desert Raceway
Liberty, Ariz.
By Mike Murphy
POWDER PUFF
Barbara Keeme Mai
Betty Heath Pen
100 BEGINNERS
Scott McAfee Hon
Allen Wombie Hod
Duane Alber Yam
100 NOVICE
Barry Noblitt Suz
Don Cale Suz
K.C. Scott Suz
125 NOVICE
Lee Noblitt Suz
R.S. Plaisane Suz
Mack Spurlock Bul
250 NOVICE
Darryl Tussing Kaw
Eric Blatt Hus
Calvin Redman Mai
OPEN NOVICE
Bill Geltch Mai
Dennis Chamberlain Hus
Randall Strong CZ
125 PRO
Larrie Rigdon Car
250 PRO
Dave Miller Hus
Frank Fruciano Mai
OPEN PRO
Mike Stephenson CZ

INDOOR SHORT TRACK
Orland, Calif.
Nov. 20, 1971
By J. Noffsinger
EXPERT MAINS
250cc
John Gennai Bul
125cc
Jim Hubbard Suz
AMATEUR MAINS
250cc
Greg Ferguson Tri
125cc
Ray Hubbard Yam
NOVICE MAINS
250cc
Dan Peterson Duc
125cc
Paul Terano —

MOTOCROSS
Boulder City Dirt Riders
Boulder City, Nev.
Nov. 21, 1971
By Kent Nicholls
100 NOVICE
Bill MacDaniel Hod
FRed Lybarger Hod
Mike Sankovich Hon
100 AM.
Randy Cannon Kaw
Tom Craddock Hon
Kent Nicholls Ste
125 NOVICE
TIm Burke Car
Allen Thomas Pen
Curt Miller Hon
125 AM.
Dennis Belingheri Bul
Del Jacobsen DKW
Jeff Branson DKW
125 EX.
Danny Davis DKW
Bobby Davidson Pen
Casey Folks Pen
250 NOVICE
HEAT A
Ben Maze Oss
Bill Dockery Yam
Jim Keeton Hus
HEAT B
Fred Hansen CZ
Greg Hess Mai
Jeff Grossan Yam
250 AM.
Kim Tucker Hus
Nick Tanner Yam
Chuck Rush Hus
250 EX.
Jim Fitzgerald Hus
Fred Kimmel AJS
George Antill Oss
OPEN NOVICE
John Scott BSA
Tom Miller Mon
George Harding Suz
OPEN AM.
Dennis Kelley Hus
Buddy Cole Suz
Dave Weston Hus
OPEN EX.
John Harber Hus
Tom Scales Mai
Don Hartle Suz

ENDURO
7th Annual Kaw Valley
Kaw Valley, Kansas
Nov. 14, 1971
By Lyle Ferguson
100cc
Ernie Walker Pen
Larry Miller H-D
Pete Donnell Hod
101-125cc
Stan Rubottom Pen
Keith Bryant Hon
John Robie Pen
Max Higer DKW
W. Hargraves Pen
126-200cc
Walter Shy Gre
Richard Yeager Suz
Donnell Shiftlett Suz
Bradley Selby Kaw
David McCollum Yam
201-250cc
Rich Krutz Oss
Ed Sergent Bul
James Simmons Hus
David Steiger Oss
Jeff Anderson Hus
251-360cc
Carl Green Yam
Jim Sands Hon
Bobby Barnes Hon
Sonny Walker Hus
James Franklin Yam
361-ANYTHING
Joe Wilson Hus
David Sauble Bul
Ronald Habluetzer Duc
Roger Guthrie BSA
POWDER PUFF
Sarai Baxter Suz
Fleeta Rector Suz
TEAMS
CAGE RIDERS
Kansas City, Kan.
PACESETTER TEAM II
Kansas City, Kans.
CHANUTE ENDURO TEAM
Chanute, Kansas

MOTOCROSS
NW Penton Series
Goose Hollow, Ore.
Nov. 7, 1971
By Jerry Shipman
MINI-BIKE
Ralph Bonaduce Bon
Ricky Thom Yam
Walt Bianchini Bro
100 JR.
Mike McGuire Hod
Bob Hamilton Kaw
Rick Ferris Yam
100 INT.
Wally Klemp Kaw
Richard Reed Hon
100 EXPERT
Butch Waymire Ric
Diane Cox Suz
Mike Odell Bul
125 JR.
John Mitchell Yam
Frank Pranyetti Yam
Steve Ellis DKW
125 INT.
Gary Wolske Suz
Clyde Whitiker Yam
Chuck Patterson Ric
125 EXPERT
Butch Waymire Ric
Ken Buirley Pen
Rick Limbeck DKW
250 JR.
Tracy Lantz Mai
Chuck Sun Mai
Buz Farrell Kaw
250 INTER.
Bill Hoffee Hus
Pat Fogarty CZ
Paul Galbraith Hus
250 EXPERT
Bill Cook Mai
Larry Mascotte Mai
Bob Rush CZ
OPEN JR.
Larry Langdon Hus
Gordon Whitiker CZ
Pete Meigham Hus
OPEN INTER.
Gary Irwin Hus
Jack Schutz CZ
Mike Ahalt Hus
OPEN EXPERT
Bill Cook Mai
Jay Terry Mai
Mike Fleming Mai

HRA TT
395 Cycle Park
Adelanto, Calif.
Nov. 28, 1971
By Phil Carpenter
100 NOVICE
Terry STannart Kaw
Jim Wood Kaw
Rick Whisner Kaw
Eric Arras Kaw
Leo Black Kaw
Steve Pergin Kaw
125 NOVICE
JOhn Peterson Yam
Dan Muirhead Yam
Brian King Kaw
Don Grigsby Yam
Tad Willis Yam
Vern Maxwell Bul
250 NOVICE
Nate Ezell Mon
R.P. Badenhamer Mon
Roy Addington Mon
Terry Wryembek Yam
Kenneth Parker Bul
Robert Leinenback Kaw
OPEN NOVICE
Steve Waller Tri
Pat Dale Tri
Mike Wilson Hus
Dave Yaryan Tri
Thomas Howe H-D
Duke Wryembek Mai
100 X
Bob Sanders Kaw
Rob Morrison Kaw
Dennis Briggs Kaw
Mike Laney Hod
Doug Westly Kaw
Richard Sweaney Kaw
125 X
Bob Sanders Kaw
Tim McCool Yam
Dennis Briggs Kaw
Earl Roloff Yam
Doug Westly Kaw
Chris Smith —
250 X
Steve Nicols Bul
Dean Butterfield Yam
Scott Smith Yam
Jeff Cesmat Bul
Richard Sweaney Kaw
Gary Scroggins Yam
OPEN X
Dan White Yam
Brian McMillan Tri
Walt Foster Yam
Neil Winston Tri
Sandy ARmstrong Tri
Tom White Yam
MINI
Steve Okuda
Ron Wood
MINI BIKE ENDURO
Dylan Niehardt
Vern Maxwell

CMC MOTOCROSS
Wilmington, Calif.
Lions Drag Strip
December 3, 1971
By Eric Raits
100 JR.
S. Mermer Bul
J. Hill Ric
S. Muehler DKW
125 JR
D. Kolbe Ric
J. Erson Ric
J. Sheddon Yam
250 JR.
L. Stockey Mai
C. Leeper CZ
R. Mullins Mai
500 JR.
T. Gross CZ
J. VanDellen Mai
J. Scott Mai
125 INT.
M. Skelton DKW
G. Blazek Bul
R. Burkey Yam
250 INT.
J. Johnston Hus
D. O'Haver Oss
W. Inman CZ
500 INT.
E. Olesen Hus
R. Zingg Suz
R. Frescura CZ
125 EX.
B. Payne Puc
J. Wright Puc
J. Rice Puc
250 EX.
M. Cram Mai
W. Schutz Mai
P. Jacobsen CZ
500 EX.
W. Schutz Mai
B. Payne Mai
M. Cram Mai

TT/FLAT TRACK
Trojan Speedway
South Gate, Calif.
By Art Loya
100 TT
Bob Sanders Kaw
Jerry Courll Yam
Jerry Mulkey Hon
John Heemsbergen Kaw
Charles Summers Yam
125 TT
Tom Doty Hon
Jerry Courll Hon
Jerry Mulkey Hon
Allen Swett Hon
Wiley Miller Kaw
250 TT (50-laps)
Scott Smith Yam
Bob Sanders Bul
Rick Goade Bul
Charles Gamm Bul
Steve Hyder Bul
Craig Steigler Bul
Denis Porter H-D
Rex McLeod Yam
Steve Hein Yam
Tim Tipton Yam
100 F.T.
Jerry Courll Yam
Charles Summers Yam
John Heemsbergen Kaw
Jerry Mulkey Hon
Danny Miller Kaw
125 F.T.
Jerry Courll Hon
Bob Sanders Kaw
Tom Doty Hon
Vern Maxwell Bul
Wiley Miller Kaw
250 F.T.
Joe Brown Bul
Jay Hunter Yam
Paul Coberly Bul
Denis Porter H-D
Tim Tipton Yam
250 TT TROPHY DASH
Chris Smith Mon
Rick Goade Bul

USRC MOTOCROSS
El Toro, Calif.
Dec. 3, 1971
By Buzz Baty
SCHOOL BOY
G. Woods Yam
J. Ward Yam
J. Wilson Yam
100 JR.
44J —
R. Rodgers Ric
M. Perry Yam
125 INT/EXP.
M. Tyer * CZ
B. Porter * Bul
R. Bean Suz
R. Myers Bul
125 JR. DIV. I
J. Ruth AE
J. Fraizer Yam
J. Montreil Bul
125 JR. DIV. II
D. Wilson * DKW
M. Sten * Yam
D. Stark Kaw
V. Padia Yam
250 INT/EXP.
D. Boydstun * AJS
M. Malone * AJS
J. Derhammer CZ
L. McCarthy Bul
250 JR. DIV. I
H. Pilcher Bul
R. Erwin Hus
D. Modrinski Hus
250 JR. DIV. II
D. Stenerson Hus
C. Duff Oss
R. Provty Oss
500 INT/EXP.
D. Boydstun AJS
J. Townsend CZ
S. Brown Mai
500 JR.
B. Dunsire Hus
J. Hines AJS
R' Badham Hus
* Tied

SMRA ROAD RACE
San Angelo, Tex.
Nov. 21, 1971
By John Blanton
125 HEAT
Johnny Bryant Yam
James Lutz Bul
Darrell Muggee Yam
200 HEAT
Gary Wilson Yam
Duncan Paul Suz
Jack Abbot Yam
250 HEAT
Mike Cone Yam
David Watkins Yam
Larry Beall, Jr. Oss
500 HEAT
Edward Green Suz
Freddy Halton Yam
Gene Chypool Kaw
OPEN HEAT
J.C. Klusmeyer Nor
Jon Minonno Tri
Larry Beall Hon
200 FEATURE
Gary Wilson Yam
Johnny Bryant Yam
James Lutz Bul
250 FEATURE
Mike Cone Yam
David Watkins Yam
Larry Beall, Jr. Oss
OPEN FEATURE
J.C. Klusmeyer Nor
Jon Minonno Tri
Mike Cone Yam
250 PROD.
Duncan Paul Suz
Ernest Thomas Suz
Reid Ligon Hon

WINTER SCRAMBLES
WOodland, WAsh.
Nov. 21, 1971
By N.A. Williams
100cc TROPHY DASH
Butch Waymire Ric
A MAIN
Butch Waymire Ric
Jim Herschback Suz
Vic Anderson Hod
B MAIN
Bill Keyser Pen
Brad Haggard Kaw
Bob Williams Kaw
C MINA
Tom Wika Kaw
Steve McCabe Kaw
CONSOL.
Steve Eason Kaw
200cc TROPHY DASH
Don Faber Bul
A MAIN
Don Dodge Kaw
Del McKamey Bul
Butch Keksi Kaw
200cc
B MAIN
JIm Herschback Suz
Bob House Yam
Brad Smith Yam
C MAIN
BIll Keyser Pen
John Wika Kaw
CONSOL.
Gary Fisher Kaw
250cc TROPHY DASH
Brad Murray Yam
A MAIN
Don Dodge Kaw
Gary Kapus Yam
Brad Murray Yam
B MAIN
BIll Ehrens Kaw
Bill Keyser Bul
Rich Hotchkiss Kaw
C MAIN
Joe Riley Kaw
Keith Crimin Bul
CONSOL.
Dennis Fromm Kaw
360cc TROPHY DASH
Gary Kapus Yam
A MAIN
Gary Kapus Yam
Bill Ehrens Kaw
Robby Ohge Mon
B MAIN
Bob Wiggins Hon
Dennis Fromm Kaw
Rich Hotchkiss Kaw
C MAIN
Larry Fotheringill Yam
Mark Leslie Suz
CONSOL.
Mickey Pfeiffer Kaw
OPEN CLASS T.D.
Jim Herschback Suz
A MAIN
ROn Olson Tri
Neal Hulet Hon
B MAIN
Howard Bushman BSA

HRA TT-½ MILE
395 Cycle Park
Adelanto, Calif.
Nov. 21, 1971
By Phil Carpenter
100 NOV. TT
Larry Lambert Kaw
Pryon Campbell Suz
Leo Black Kaw
125 NOV. TT
John Peterson Yam
Dan Muirhead Yam
Gary Drake K Kaw
250 NOV. TT
Tad Willis Yam
Bill Burton Mon
R.P. Bodenhamer Mon
OPEN NOV. TT
Pat Dale Tri
Thomas Howe H-D
Shay Holton CZ
100 X TT
Dennis Briggs Kaw
Mike Laney Hod
Richard Sweaney Kaw
125 X TT
Carl Byers, Jr. Yam
Dennis Briggs Kaw
Chula Vista Yam
250 X TT
Chet Burt Bul
Richard Sweaney Kaw
Jeff Cesmat Bul
OPEN X TT
Neil Winston Tri
Walt Foster Yam
Marc Barbani Nor
MINIBIKE TT ENDURO
Wayne RAiney
John Evans
Craig Roloff
MINIBIKE TT MINI
Sandy Rainey
Criag Dale
Scott Walker
100 NOV. ½ MILE
Larry Lambert Kaw
Terry Stannart Kaw
Toby Sweaney Kaw
125 NOV. ½ MILE
Dan Muirhead Yam
John Peterson Yam
Gary Roderick Yam
250 NOV. ½ MILE
Tad Willis Bul
R. P. Bodenhamer Mon
Shawn Leipold Oss
OPEN NOV. ½ MILE
Carl Byers, Jr. Yam
Tom Carroll Yam
Dennis Briggs Kaw
250 X ½ MILE
Jeff Cesmat Bul
Chet Burt Bul
Tom Carroll Yam
OPEN X ½ MILE
Walt Foster Yam
Brian McMillan Tri
Neil Winston Tri
MINIBIKE ½ MILE
ENDURO
Wayne Rainey
John Evans
Byron Arisman
MINIKBIKE ½ MILE
MINI
Sandy Rainey
Robert Goodwin
Craig Dale

SMOKE RUN
Desert Scramblers
Grand Junction, Colo.
Nov. 21, 1971
By Max Dawson
OPEN
Gary Plesek Hus
Bob Hunt Kaw
Sandy Harris Hus
125
Jim Draper Puc
Carl Koch Puc
Jim Hermance Yam
STREET LEGAL
Mickey Cox Kaw
Norm Wycoff Suz
Leon Brown Kaw

USRC ST & TT
El Toro, Calif.
Dec. 5, 1971
By Buzz Baty
100 JR. TT
D. Meyer Hon
G. Kozlow Bul
M. Perez Sux
125 JR. TT
Robbie Waite Suz
C. Morrow Suz
D. Stark Kaw
250 JR. TT
Rex McLeod Yam
R. Rudnitsky Bul
M. Clarke Bul
OPEN JR. TT
R. Crecellius Kaw
J. Isaacs Nor
B. Wright H-D
100 SR. TT
B. Sanders Kaw
D. Briggs Kaw
T. Doty Hon
125 SR. TT
T. Doty Hon
G. Barrett Yam
J. Hendry Yam
250 SR. TT
D. Briggs Kaw
D. Davis Bul
M. Myers Yam
OPEN SR. TT
C. Claydon Bul
B. Prior H-D
K. Redding Mai
100 JR. ST
D. Meyer Hon
G. Kozlow Bul
J. Freeman Kaw
125 JR. ST
R. Waite Suz
C. Morrow Suz
L. Mann Yam
250 JR. ST
J. Hendry Yam
R. McLeod Yam
M. Clarke H-D
OPEN JR. ST
D. Stark * Kaw
B. Wright * H-D
J. Isaacs Nor
100 SR. ST
B. Sanders Kaw
D. Briggs Kaw
C. Corbett Hon
125 SR. ST
T. Doty Hon
J. Hendry Yam
C. Claydon Bul
250 SR. ST
D. Davis Bul
A. Smith Oss
D. Briggs Kaw
OPEN SR. ST
C. Clydon Bul
K. Redding Mai
B. Prior H-D
* Tied

UTAH TURKEY RUN
Camp Williams, Utah
Nov. 22, 1971
By Terry Newframer
OPEN
Preston Gerber Hus
Dick Young Suz
Larry Butcher Yam
250
Woody Lawhon Oss
Dave Blaylock Hus
Steve Burgess Yam
200
Loyd Lawhon Yam
Lynn Wooton Bul
David Parker Suz
Willy Kangas Yam
Wayne Spencer Yam
125
Peter Crandall Pen
Mike Binkerd Pen
Adrian Nebeker Hon
Ken Archibald Yam
Dave Carman DKW
100
LaMar Walker Hod
Dave Crandall Suz
Tom Bacca Hod

PITS TRIALS
4th Annual Pacific Championship
Nov. 21, 1971
STATE TRIALS SERIES
Round 2

EXPERTS	Score
Lane Leavitt	20
Rich Bledsoe	23
Robert Nickelsen	29
John Walters	34
Kevin Walker	37
Steve Darrow	39
Vic Conaway	41
Robert Tyson	41
Jeff Koskie	45
Paul Olliges	51
Richard Hood	52
Derek Belvoir	53
Richard Delaney	56
Jim Sheehan	59
Dean Manley	60
Ray Rehkop	61
Vic Boocock	62
Dave Mooney	64
John Moore	64
Ken Marecak	65
AMATEURS	
Harry Lumsden	46
John Salvin	64
Leroy Earl	69
William Davey	73
Bill Borger	78
Rod Coburn	80
Marvin Yarborough	84
Joe Eckels	85
Charles McHose	89
Jerry Rector	90
LADIES	
Kim Koskie	28
Dee Dee Earl	29
Julie Bursi	50*
Allyn Lyon	51*
Debbie McIntosh	60*
NOVICE A	
Steve Muscatell	37
Larry Schmidtke	40
Jim Laudeman	45 9C
Whitey Webb	45 7C
Kenneth Wilson	49
NOVICE B	
Ron Cash	59
Bob Archibald	62
Rick Hansen	67
Cecil Mitchem	74* 5C
Kip Webb	74* 2C
JUNIORS	
Phillip Irons	0(4**)
Fred Vickers	0(6**)
Dwaine Walters	0(6**)
Stephen Tom	0(7**)
Risk Bygdnes	0(8**)
OLD GRANDAD	
(Lowest score, 39 & older)	
Derek Belvoir	53

*Failed to report in at all sections, or failed to finish all sections within time limit.
**Runoff score

CALIFORNIA STATE TRIALS
CHAMPIONSHIP STANDINGS

Rider	Round 1	Round 2	Total
John Walters	15	8	24
Steve Darrow	12	5	17
Lane Leavitt	10	15	25
Rich Bledsoe	8	12	20
Robert Nickelson	6	12	20
Kevin Walker	5	6	16
Mark Edgars	4	0	11
Paul Olliges	3	1	4
Richard Delaney	2	0	2
Smith	1	0	1
Vic Conaway	0	4	4
Robert Tyson	0	3	3
Jeff Koskie	0	2	2

3rd and final round at Dunlap on Dec. 19

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Long Beach, Calif. 90801.

TROPHIES from Prospectors M/C European Scrambles (9-12-71) will be at the Prospectors Hare Scrambles on 12-12-71.

AJS
Trans-AMA, Carnegie Park
Doug Grant 3rd Overall in 250 National Class
On a box-stock Stormer.....

HRA ½-MILE
395 Cycle Park
Adelanto, Calif.
Nov. 28, 1971
By Phil Carpenter

100 NOV	
Tad Willis	Kaw
Terry Stannart	Kaw
Eric Arras	Kaw
Steve Pergin	Kaw
Jim Wood	Kaw
Toby Sweaney	Kaw
125 NOV.	
John Peterson	Yam
Dan Muirhead	Yam
Don Grigsby	Yam
Brian King	Kaw
Terry Stannart	Kaw
Gary Roderick	Yam
250 NOV.	
Roy Addington	Mon
R.P. Bodenhamer	Mon
Nate Ezell	Mon
Richard Schwartz	Sux
Robert Leinenback	Kaw
Kenneth Parker	Bul
OPEN NOV.	
Steve Waller	Tri
Pat Dale	Tri
Thomas HOwe	H-D
Dean Mackelberg	Yam
Nick Voge	Tri
Phil Ruprechdt	Tri
100/125 X	
Tim McCool	Yam
Bob Sanders	Kaw
Rickey Milner	Kaw
Earl Roloff	Yam
Dennis Briggs	Kaw
Rob Morrison	Kaw
250 X	
Steve Nicols	Bul
Dean Butterfield	Yam
Scott Smith	Yam
Jeff Cesmat	Bul
Vic Hensley	Oss
Mike Nodlin	Bul
OPEN X	
Dan White	Yam
Steve Nicols	Tri
Walt Foster	Yam
Brian McMillan	Tri
George Gillespie	Yam
Jeff Sexton	Mai

INDOOR SHORT TRACK
San Jose, Calif.
Nov. 20, 1971
By Bill Spencer

HEAT 1 1:07:277	
Ron Wisler	Duc
Jerry Tyler	Bul
Dave Bostrom	Oss
Bob Scally	Bul
HEAT 2 1:05:969	
Al Kenyon	Bul
Mike Yarn	Bul
Rick Hocking	Bul
Del Silva	Bul
HEAT 3 1:05:034	
Nick Theroux	Hon
John Brumond	Oss
Joe Allen	Bul
Jim Crenshaw	Bul
HEAT 4 1:05:030	
Greg Hodges	Suz
Dave Hansen	Tri
Al Ludwigsen	Bul
Terry Graham	CZ
SEMI 1 1:20:361	
Nick Theroux	Hon
John Brumond	Oss
Jerry Tyler	Bul
Ron Wisler	Duc
Dave Bostrom	Oss
SEMI 2 1:20:621	
Al Kenyon	Bul
Greg Hodges	Suz
Dave Hansen	Tri
Del Silva	Oss
Al Ludwigsen	Bul
TROPHY DASH 26:492	
Bob Scally	Bul
Mike Yarn	Bul
Nick Theroux	Hon
Al Ludwigsen	Bul
CONSOL. 1:23:030	
Jerry Baugh	Oss
Steve Hernandez	Bul
Craig Filmer	Bul
MAIN 15 LAPS 2:02:069	
Nick Theroux	Hon
Greg Hodges	Suz
Dave Hansen	Tri
Al Kenyon	Bul
Del Silva	Oss
John Brumond	Oss
Dave Bostrom	Oss
Jerry Tyler	Bul
Ron Wisler	Duc
Al Ludwigsen	Bul

SHORT TRACK
Roseburg, Ore.
Nov. 19, 1971
By Janis Randall

C MAINS	
100cc	
Gary Thomas	Suz
Skip Delaney	Kaw
Dennis Axelson	Suz
150cc	
Bob Pool	M-B
Mark Bond	Yam
Bob Martin	Suz
KIDS CLASS	
Larry Amy	Hod
Scott Lancaster	Hon
Charles Cooper	Kaw
B MAINS	
100cc	
Gary Speicher	H-D
Roger Hamilton	Kaw
Mark James	Hon
150cc	
Don Goddard	Bul
Dan Nelson	Hod
Mitch Mitchell	Pen
KIDS CLASS	
Tom Pappas	Hon
Jeff Mitchell	Kaw
Mark Sullivan	Suz
200cc	
Les Costansa (T)	Yam
Jeff Johnson	Bul
Dennis Axelson	Yam
250cc	
Craig Randall	Hon
A MAINS	
100cc	
Justin Potter	Hon
Charles Lancaster	Hon
Dan Nelson	Hod
150cc	
Charles McClain	Suz
Paul Wallace	Yam
Mike Laux	Bul
KIDS CLASS	
ROn Papst	Bul
Ron Chambers	Suz
Gary Davis	Hon
200cc	
Ron Perry	Bul
Les Costansa	Yam
Paul Wallace	Bul
250cc	
Charles McClain	Suz
Joe Riley	Kaw
Chuck Baker	CZ
TROPHY DASH	
100cc	
Justin Potter	Hon
150cc	
Mike Laux	Bul
KIDS CLASS	
Jim Kent	Yam
200cc	
Russel Johnson	Bul
250cc	
Charles McClain	Suz
SWEEPSTAKES	
Dan Nelson	Hod

MURPHY GRAND PRIX
Murphy, Id.
Nov. 21, 1971
By Pat Jensin

1ST	
Steve Olson	125 Ric
Eddie Barnett	250 Hus
Kenneth Krawl	250 Hus
2ND	
Tim Gaskell	125 Pen
Vic Greenfield	250 Mai
Terry Hartung	400 Mai
3RD	
John Larsen	250 Bul
Pat Thompson	250 Bul
Rick Jenkins	125 Bul
4TH	
Johnny Thompson	125 Yam
Leon Sackmann	360 Yam
Mick Domns	175 Yam
5TH	
Van Littlefield	360 Yam
David Logener	360 CZ
Lowell Davis	125 Hon
6TH	
Dan Muller	125 Ben
Thomson Benson	360 CZ
Jerry Muller	250 Duc
7TH	
Luis Landaluce	250 Hus
Richard Reynolds	250 Mon
Vegil Gallego	125 Pen
8TH	
Richard Freelove	360 Yam
Rick Grisham	250 Bul
Jay Smith	125 DKW
9TH	
Rayner Howard	400 Hus
Bruce Benson	250 Suz
Ray Mount	125 DKW
10TH	
Dan Sullivan	250 Suz
Jack Dobson	250 Bul
Wayne Larsen	125 Suz

MOTOCROSS
Goose Hollow, Ore.
Nov. 14, 1971
By Jerry Shipman

MINIS	
Ricky Thom	Yam
Chet Campbell	Hon
Larry Nomack	Suz
100 JR.	
Mike McGuire	Hod
Rick Tenis	Yam
Ed Rush	Hon
125 INT.	
Larry Rucker	Hod
Ken Maahr	Puc
Gary Nolske *	Suz
Clyde Whiteku *	Yam
125 JR.	
David Whitaker	Suz
John Mitchell	Yam
Ken Stahr	Pen
125 EX.	
Ken Buirley	Pen
Charles Andrews	Hon
Mike Odell	Bul
250 JR.	
Buz Farrell	Kaw
Tracy Lantz	Mai
250 INTER.	
Chuck Sun	Mai
Pat Fogarty	CZ
Bill Hoffee	Hus
250 EX.	
Bill Cook	Mai
Larry Mascotte	Mai
Bob Rush	CZ
OPEN JR.	
Gordon Whitaker	CZ
Kent Tackrell	CZ
Larry Langdon	Hus
OPEN EX.	
Bill Cook	Mai
Jay Terry	Mai
John Smits *	Mai
Dave Ringel *	Hus
* Tied	

SCRAMBLES
Westside Eagles
La Grange, Calif.
Nov. 21, 1971
By Bill Spencer

POWDEr puff	
Debbie Jackline	Kaw
Ginger Burrola	Bul
Cheryl Vestal	Yam
MINI-BIKE "A"	
Ricky Bapista	Yam
Chris Bapista	Yam
Steve Oropo	Yam
MINI-BIKE "B"	
Mike Bowling	Yam
Mitch Davidson	Hon
Jana Smith	Ste
100 NOV.	
Steve DeVault	Kaw
Wayne Matheny	Hod
Dave Neilson	Hod
100 JR/EX.	
Dave Nelson	Hod
Duane Bowling	Hod
Larry Burton	Kaw
125 NOV.	
Tom Schirle	Kaw
Craig Scroggins	Yam
Bob Boughn	Bul
125 JR.	
Larry Dunagan	Mon
Chuck Kole	Bul
Joel Krick	Car
125 EX.	
Jeff Davidson	Pen
Ted Davidson	Pen
Mark Asbill	Yam
175 NOV'	
Tom Cargill	Oss
Greg Asbill	Yam
Alan Anson	Kaw
200 NOV.	
Steve Hallingsworth	Bul
Tim Davis	Bul
175-200 JR.	
David Nelson	Oss
Mike Horton	Bul
250 NOV.	
Larry Thompson	Bul
Steve Andrade	Mon
Steve Sanders	Bul
250 JR'	
Dale Mathers	Oss
Randy Miller	Bul
Mark Smith	Ric
250 EX.	
Jim Foley	Yam
John Gennai	Bul
Jim Sailton	Mai
500 NOV.	
Paul Kildal	Oss
Dave Miller	Yam
Robert Perkins	BSA
500 JR'	
Alan Sagouspi	Mon
Jim Dunagan	Mon
500 EX.	
Jim Foley	Yam
Jim Sailtone	Mai
Jeff Davidson	Mon

TT SCRAMBLES
Perris, Calif.
Nov. 20, 1971
By Elaine Jones

MINI-BIKE A	
David Gagnon	Hon
Jim Bagley	Kaw
Tim Smith	Hon
MINI-BIKE B	
Marvin Gagnon	Tec
David Jones	Hon
Scott Frazen	B&S
MINI-CYCLE A	
L. Allen Daniels	Yam
Tim McWhorter	Yam
Greg Beresford	Yam
MINI-CYCLE B	
Ricky Naymola	Yam
Mike Minning	Yam
Fred Armenta	Yam
MINI-CYCLE C	
Chuck Gagnon	Yam
Bruce Heilan	Yam
Darrell Honore	Yam
100cc NOV. I	
Larry Lambert	Kaw
Jim Wood	Kaw
Craig Harbin	Kaw
100cc NOV. II	
Pryor Campbell	Suz
Donald Ray	Kaw
Wade Badraun	Kaw
100-125cc A/E	
Doug Mason	Bul
Steve Bales	Kaw
Wayne Whisenant	Kaw
125cc NOV. I	
Keith Reppond	Yam
Rick Barrett	Yam
Richard Ott	Yam
125cc NOV. II	
Shawn Huffman	Yam
Howard Kline	Yam
Rex Hailey	Bul
175-200cc	
Jamey Blunt	Oss
Tad Willis	Bul
Gorden Bettencourt	Bul
250cc NOV. I	
David Boydstun	Mai
Craig Johnson	Bul
John Lowe	Bul
250cc NOV. II	
Dan Johnson	Kaw
Robert Graves	Bul
John Rogers	Suz
250cc A/E	
Tim Holm	Bul
Craig Johnson	Bul
Jamey Blunt	Oss
NOVICE MOTO	
Ralph Hendricks	Tri
Wes McGee	Tri
Randy Hoff	Yam
A/E MOTO	
Walt Foster	Yam
Vince Graves	Suz
Ron McDaniels	Tri

MOTOCROSS
Eugene, Ore.
Nov. 21, 1971
By Janis Randall

MINI BIKE CLASS	
Chet Campbell	Hon
Danny Marsh	Hon
Lester Huey	Suz
BEGINNERS CLASS	
Ron Jenkins	Hon
Jim Johnson	Hon
Tim Johnson	Hon
125 JR.	
Todd Moir	Kaw
Frank Devroe	Hon
Jim Morgan	Bul
125 SR.	
Charles Andrews	Hon
Ken Burley	Pen
Dan Whittelkind	Suz
250 JR.	
Gerald Harpoole	Mon
Bruce Brown	Bul
Bob Long	Bul
250 SR.	
Tom Whitsell	Suz
Charles Andrews	Hon
Tom Cooper	Bul
OPEN JR.	
Rick Piper	CZ
Bob Haphey	Yam
Don Tatum	Suz
OPEN SR.	
Ken Dawe	Mai
Rick Andres	Mai
Tom Harmon	Kaw

Win a Motorcycle

By Ron Schneiders

This coming Sunday some lucky soul is going to win a brand new motorcycle for the price of a $1.00 chance. Luck being what it is, that nice new motorcycle will probably go to some pot-bellied, fiftish old guy who thinks Trials is what he goes through when he brings his grandkids and their minibikes down to Escape Country. By the end of the day he might have a different idea about trials but that won't help any with my motorcycle. You see, I'm kind of counting on winning that bike. It's the only way in this world I'm ever going to get a new one short of grand larceny, so I'd really rather that any lucky, lovable old men STAY HOME and let this cynical old man win the motorcycle.

The motorcycle we're talking about is a new trials bike, winner's choice of Bultaco, Ossa or Montesa. Those three factories have agreed to sell the motorcycle to the American Trials Association at factory cost to help the ATA raise enough money to send some of our best trials riders over to Spain to compete in one round of the Championship Trials. So, this Sunday, the ATA is going to raffle off a bike and hope they make enough to send Number's 1 and 2 to Spain. From the posters around town you might get the impression that you have to compete in a trials to win the bike. Not true. Just donate your buck and write your name legibly on the ticket. If for some reason you can't be at Escape country this Sunday but you'd like to help anyway, you can purchase tickets from any of the following businesses: The Cycle News office here in Long Beach, Mittco Bultaco in Buena Park, Dowdens in Hawaiian Gardens, Hockies in Torrance, World Cycles on Sunset Blvd. in Los Angeles, Al Fox's Motorcycle Services in Burbank, or Steve's Bultaco in Van Nuys. You don't have to be at the drawing to win.

Besides the drawing for the full-sized trials bike, there is also going to be a minibike, a top-of-the-line Kawasaki, raffled off for the kids. That's going to be run a bit differently, however. Only kids who are entered in the kids class of the trials will be eligible for that one, and each kid who is entered will get at least one chance. Last place in the trials gets one chance, second last gets two chances and so on right up to the first place rider who gets as many chances as they are entrants. The purpose of course is to encourage the kids to compete and get them interested in trials.

This Sunday is going to be special for yet another reason. This is the one day of the year that you can find out if you'd like to ride trials yourself without first investing in a genuine trials iron and joining a bunch of organizations.

The ATA is hosting El Trial de Espana and the whole purpose of the trials is to let potential new riders try the sport. So to ride in this event you need only your normal motorcycle and your entry fee. The sections will be easy enough that they can be "cleaned" on a stock 360 Yamaha and Mark Eggars has volunteered to prove it, if someone will lend him a bike. Any section that can't be cleaned by Mark on the Yamaha won't be allowed. It's also been promised that the traps will be safe. If you use just a reasonable amount of good sense you won't hurt your bike or your bod. But it's going to be a real trials, laid out like one and run like one so be prepared to do some riding and work a bit.

To add a bit of spice (translation: low comedy) to the day, there is going to be a Press Class in the morning and you will have a chance to see that some press people like Jody Nicholas and Tony Murphy really can ride, just like they write. You will also get a chance to see some people like me and Chuck Clayton and Joe Parkhurst butcher some nice traps. If you're really lucky, you might find out if Mike Capalite can put together a motorcycle that will finish a trials and maybe Dave Ekins will get "up on the pegs" this Sunday. And wouldn't it be neat to watch Don Gately go "over the handlebars." I heard Dave Holeman doesn't ride much anymore but maybe he'll conduct "the rider's meeting." And Rick Sieman could show us how to ride trials "from the saddle". But the rider I'd really like to see is Bob Greene. I'd like to see if he can make that Matchless of his go through the same set of traps that that 360 Yamaha does. Last year Bruce Brown showed up and this year there's a rumor that a well known Indy rider is going to attend. I understand that Papa Wealey and Hap Spoons wanted to ride but had to give up the idea when they found there wasn't a sidehack class.

At the end of the day, after the press people and regular trials riders and the beginners have had a chance to flounder around in the traps, there will be an exhibition ride by the Masters. Here's something interesting. If you, average Joe Blow, want to make like Evel Knievel, you can do it. You can set up your ramp, turn on the throttle, close your eyes and do it. You can jump just as far as the power of your motorcycle and your courage will allow. Same with track racing: learn the bike, crack the throttle and you too will be going sideways. And we've all played road racer and motocrosser. All these form of the sport you can do. You might not survive some to them and you will certainly be less than elegant in some of the others but you can do it; you can get around the course, go through the motions. But you, average Joe Bow, can't make your motorcycle or any motorcycle go through the traps that you will see these Masters go through. Not any machine in any fashion. You will see these men do things with their motorcycles that non-trials riders simply can't do at all, even badly. All I can do is invite you to see for yourself and then try it.

Among the Masters that you see in action on Sunday are Rich Bledsloe and Mark Eggars. Rick and Mark are most probably the two riders who will benefit from this promotion. They will go to Spain in the spring and compete in the Spanish round of the European Trials Championship. Rich is 27 years old, married and has a little girl. He is currently leading in the ATA point race. Mark is in the number two spot. He is 27, a high school student (and good at that, too) and has been riding trials a relatively short time. He has a great deal of talent. Both are well below European championship caliber at this time but with some exposure to that kind of competition, one of them might well compete on equal terms some day. That's what this is all about.

Come join us Sunday and have some fun. It's at Escape Country, this Sunday starting at 9 am and going all day. $5 will get you into the park, entered in the tirals and buy you one ticket on the new motorcycle. Where can you do better?

SPORTSMEN CAN RACE BIG, TOO

The American Recreational Vehicle Racing Association will hold their first California 400 outside Barstow, California, January 29, 1972. This is the first of the big-time off-road races to offer a class for sportsmen racers, at least those unable to freely shell out two or three hundred dollars for entry.

The Motorcycle Sportsman Class will cost a mere $25 to enter and trophies will be handed out to the first 50 percent finishing. Those who want to go for the big bucks can spend $250 to enter the Master Class.

The course will be marked by January 10 for pre-runs.

Write Box 125, Apple Valley, CA 92307 for details or give Bob Dresslar a buzz at (714) 247-7473. If he doesn't answer, call Lee Chase at (714) 247-2363.

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MOTOCROSSERS!
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AJS ....proof of the pudding

(Continued from page 2)

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash to Srs. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

MX, Tijuana. Rodriguez Dam, 6 mi E of Tijuana, Mex., on Tecate Hwy. Limed from Caliente Race Track. $3 entry, $1 gate. Under 12 free. Free ambulance. 714/423-0498.

HARE & HOUND, IVMC. Holtville Auxiliary Airstrip area. Limed from I-8 & Hwy 115. 10 am. 100 mi +.

HARE SCRAMBLES, CVMC. Chiriaco Summit, Ca. Sign 7 am, race 9. $3.75. 3-20 mi loops. Silencers.

MX, CMC Central. Dunlap Cycle Park, 35 mi E of Fresno, Ca, on Hwy 180, then turn right on Dunlap Rd for 4 mi. Practice 8 am. $5 entry. $$$ to Srs. 209/734-2698.

JIMMY BROCKMAN MEMORIAL TT' Hi Boots. Dehesa Race Park, Dehesa, Ca. Sign 8 am, race 10:30. $2 plus $1.50 donation. C trac. Limed from I-8 & Harbison Cyn Rd. 714/479-1314.

TRIALS. El Trial de Espana. Escape Country, 12 mi E of San Diego Fwy on El Toro Rd. Sign 8-10 am. Spark arresters. 213/421-6749, 714/828-6705.

BENEFIT MX, Dirt Diggers North. 13 mi N of Jackson, Ca., on Hwy 16; 40 mi E of Sacramento on Hwy 49. $3 mail (12/1), $4 post if open. Specs $2. 9:30 am. Proceeds to Larry Battistoni, Box 388, Orangevale, CA 95662.

HARE SCRAMBLES, Prospectors. Limed from Red Rock Cyn. 10 am. D-37 pts. $3.25. Silencers, natch. Last point run of the season.

MX, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. $3.50 post. $1.50 gate. AMA. 714/246-6109.

WEATHER-PERMITTING SCRAMBLES, Valley. Cycleland Spdwy, 14 mi S of Chico, Ca. $2 ride/watch. Sign 10 am, race noon. 916/342-9302.

ALL-JUNIOR MX, Muntz Cycle Park, Moorpark, Ca. $4.50 entry, $1.50 gate. Gate 6 am, race 9. Neat mudhole. 805/529-2371.

EUROPEAN SCRAMBLES, Band of Gypsys. Beginners & Novices only. Bell Mountain area.

SHORT TRACK, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30., race 2. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. Silencers. 408/296-7368, 209/673-0198.

ACE MX, Indian Dunes, Valencia, Ca. 9:30 am. Motocross championships, final round. $1000 purse. $5 mail, $8 post (Jrs) $10 post (Srs). Box 174, Newhall, CA 91321. 805/259-8007.

SRA ENDURO, California City, Ca. Fun-run, $7 mail. Pins & brass. Box 3882, Torrance, CA 90510. 213/370-8234, 714/735-4641.

SCRAMBLES, Westside Eagles. La Grange Rodeo Grounds. Silencers. Noon. $2 ride/watch. 209/537-6206 eves.

MX, Feather River. Marysville, Ca., under E St. bridge. New track. Sign 6:30-9 am. Race 9:45. Two motos.

SCRAMBLES, Salinas Ramblers. At the club grounds. $2.50 ride/watch. Sign 7 am, race 11. No poison oak. 408/422-9809.

TUESDAY, DECEMBER 14

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

american
cycle
association
presents

Dec. 19 — Osteen's Motocross

Dec. 26 — Saddleback Motocross

Jan. 2 — Carlsbad (Bultaco Series)

Jan. 9 — Saddleback (Bultaco Series)

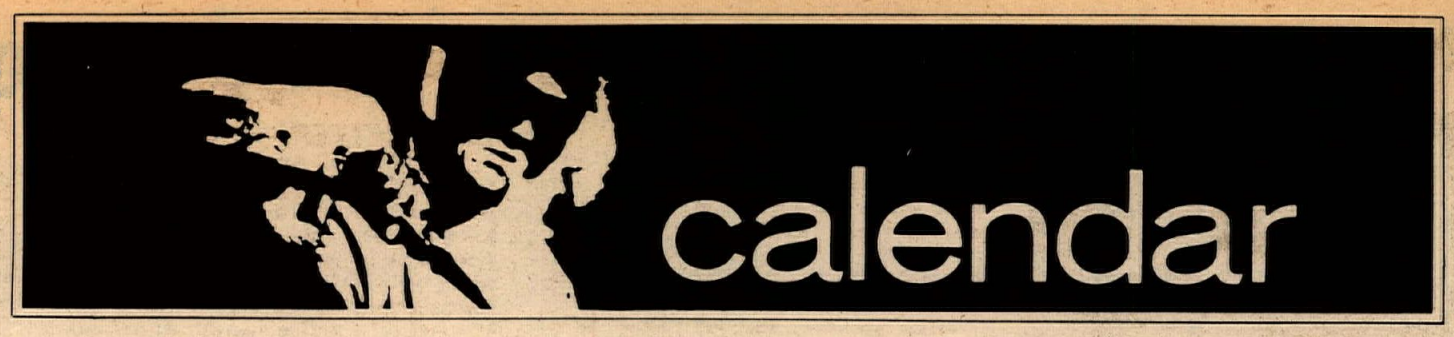
NEW RIDERS, THE FIRST TIME OUT ARE NOT CHARGED POST ENTRY

For further info. see calendar or phone ACA office 1-5 M-F

★ (714) 774-3ACA ★

American Cycle Association, 106 No. Claudina, Suite 312, Anaheim, California 92805

CMC
ride
CENTRAL
motocross
Dec. 12th at
Dunlap Cycle Park
35 mi. east of Fresno
on Hwy 180
$$$ Seniors $$$
3 classes-Jr., Int., Sr.
Gates Open 7:30 A.M.
First race 10:00 A.M.
$5 Entry fee
Good overnight camping.
Info: 209/734-2698



WEDNESDAY, DECEMBER 15

DRAWING for starting positions for California 400, 1/29. Box 125, Apple Valley, CA 92307. 714/247-7473. 247-2363.

THURSDAY, DECEMBER 16

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/861-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, DECEMBER 17

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' trac. 707/644-0741.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

CMC MX, Lions, Wilmington, Ca, San Diego Fwy at Alameda. Sign by 6:30 pm, race 7:30. $5 post.

SATURDAY, DECEMBER 18

ACE ALL JUNIOR MX, Baymare Race Track, Moorpark, Ca. Beginners, et. al. $5 post, $2 gate. 805/259-8007.

MINI, SCPAL. Santa Clara Motor Sports Center, Lafayette & Mt View-Alvisa Rd. $2.50 class. Membership $10 year; $15 non-residents. Paul Balfour, 873 Benton St., Santa Clara, CA 95050.

SUNDAY, DECEMBER 19

MX, Cloverfield Motorcycle Race Track, Cloverfield Airport, Friendswood, Tex. Noon. $2 ride, $1.50 watch.

MINIS, AMRA. Indian Dunes, Valencia, Ca. $2.50 post, $3 non-members. 10 am. 805/259-8000.

EUROPEAN SCRAMBLES, YMSA. Limed from I-8, 1 mi E of Yuma, Ariz/Calif. inspection station. 10:30 am Mountain Time. $4. 602/726-0532.

SIERRA TRIALS, PITS. Dunlap Cycle Park, off Hwy 180 E of Fresno, Ca. Spark arrester & muffler req'd. Sign 8 am, riders meeting 9:45. Final round of the Cal State Trials Championship. 209/734-3340.

ACE MX, Indian Dunes, Valencia, Ca. All classes, PP, Old Timers, $500 for Sr., Jrs $5; Srs. $10 post. No gate. 805/259-8007.

MX, Deadman's Point, Apple Valley, Ca. 10 am. $2 post, $2.50 non-members, $2 gate. 714/247-7473 e. CANCELLED ...ncers.

DESERT TURTLE DANCE
Thurs., Dec. 9, 1971, 7 pm
Hare & Hound & Motocross Trophy Pick Up
(also available at 2425 W. 180th Place, Torrance, 323-9894)
Mayflower Ballroom, Inglewood
234 Hindry (at Manchester)
No-host bar available
Admission by Dist. 37 Card

ROUGH RIDER CYCLE PARK
Open Sat., Sun. & Holidays only
from 8 am until sunset
until further notice
Family fun & motocross practice
5131 Tapo Canyon Rd.
Simi Valley, Ca. 93063

NOISE: The sound that kills the sight.

BAY MARE
Motocross Schedule
12-19-71
12-26-71
1-2-72
Trophies Juniors
$500.00 Purse
Seniors
1st race 9:30am
Mail entries $5
Post entry $7
P.O. Box 371, Somis, Ca 93066
Info: (805)529-1872

MX, Arizona Desert Raceway. 10 am. $5 entry, $1 watch. Cash, Double Points. 1408 E. Granada, Phoenix, Ariz. 85006. 602/252-1900.

ACA MX, Osteen Park, Pomona, Ca. $5 mail, $10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA. 714/774-3ACA.

CMC MX, Saddleback Park, Ca. $5 mail (9/14), $10 post. 10 am. Box 1402, Costa Mesa, CA 92626.

MX, Chappell Hill Int'l MX Park. On US-90, 50 mi W of Houston, Tex., toward Austin on the Brazos River. 1 pm. $2 gate, $2 entry.

SRA EUROPEAN SCRAMBLES, limed 7 mi N of Adelanto, Ca. on Hwy 395. Novices & beginners only, 8 am first race. 20% trophies, pins. 213/370-8234.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. No card req'd, minors need persmission. $2.25 ea. entry. 714/246-6109.

ROUGH WINTER SCRAMBLES, Hayward. Hayward (Ca) Spdwy. Sign 9 am, race noon. $2 ride/watch. Knobbies ok. Rain and shine.

HARE SCRAMBLES, Sandblasters. Limed from Red Mountain & from Hwy 395 & Garlock Rd. $3.25 entry. Silencers. 10 am start. 2-35 mi loops.

SHORT TRACK/SCRAMBLES, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30, race 2. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. Silencers. 408/296-7368, 209/673-0198.

HARE SCRAMBLES, NRVR. First Annual Santa Claus Chase. 250 & under, Novice only. Noon. Limed 2 mi S of Barstow, Ca., Linwood offramp. Minis & ATCs start 10 am. 714/828-3790

TUESDAY, DECEMBER 21

MINIS, SCMBA. Trojan Spdwy, South Gate, Ca. 6 pm. $3 post, $1 gate. 213/862-0229.

THURSDAY, DECEMBER 23

TT/FT, Trojan Spdwy, South Gate, Ca. 7:15 pm. 213/862-0229.

ST/TT SCRAMBLES, Arena Park Rcwy, Lubbock, Tex. 8 pm.

FRIDAY, DECEMBER 24

SPORT SCRAMBLES, American Cyn. Vallejo (Ca.) Spdwy. 8 pm. $2 ride/watch. 'C' Trac. 707/644-0741.

MX, USRC. El Toro (Ca) Spdwy. 7:30 pm. $5 post. Cash to Srs. Box 1027, Pomona, CA 91769. 714/985-3149.

OSTEEN'S
Bike Park
POMONA
Open Weekdays 8 to 5
Weekends & Holidays
9 to 5
For info write: 610 Cherry St.
Brea, Ca. 92621
Directions: 2 min. off Pomona Frwy
at Dudley exit

SUNDAY, DECEMBER 26

ACA MX, Saddleback Park, Ca. $5 mail, $10 post. Cash. 9 am. 106 N. Claudina, Suite 312, Anaheim, CA 92805. 714/774-3ACA.

MX, Cloverfield Race Track, Friendswood, Tex. Noon. $2, $1.50 watch. Christmas. 713/482-7551.

TT/½-MILE, 395 Cycle Park, Adelanto, Ca. Sign 8:30-10 am. No card req'd. Minors need permission. $2.25 ea. entry. 714/246-6109.

MX, Yuba-Sutter. Limed from Marysville, Ca. $2 ride/watch. Sign 6:30 am, race 9. 3 plates, silencers. 916/673-7767.

SHORT TRACK/SCRAMBLES, Merced (Ca) Frgnds. $2 ride, $2.50 watch. Sign 10:30, race 2. Silencers. Bert Moreland, 1827 Clifford St., Santa Clara, CA 95050. 408/296-7368, 209/673-0198.

ACE ALL-JUNIOR MX, Indian Dunes, Valencia, Ca. Xmascross. PP & beginners. Gifts for all. Ho-ho-ho, $5 post. 805/259-8007.

FRIDAY, DECEMBER 31

LAGUNA SALADA DOSCIENTOS 200, Baja Racing Assn. Start-finish at Post 37 on Hwy 2, 22 mi W of Mexicali, Mex. $100 for Expert bikes. $25 sportsmans entry. 50% purse, 10% to winner. Box 1803, Calexico, CA 92231. 903/762-2948.

SATURDAY, JANUARY 1

ACE ALL-JUNIOR MOTOCROSS, Indian Dunes, Valencia, Ca. Top finishers compete Sunday in biggie. $8 post, no gate. Powder Puff. Box 174, Newhall, CA 91321. 805/259-8007.

SUNDAY, JANUARY 2

ACE MANUFACTURERS SWEEPSTAKES MOTOCROSS, Indian Dunes, Valencia, Ca. $1500 purse. Plus Old Timers. 9 am. $10 post for Srs. Box 174, Newhall, CA 91321. 805/259-8007.

ACA MX, Carlsbad, Ca. $5 mail, $10 post. Cash to Srs. Prac. 8 am, race 9. 926 W. 7th St., Upland, CA 91786. 714/982-7370. Bultaco Series.

FRIDAY, JANUARY 7

FREE MOTORCYCLE TRAINING, Long Beach City College, B&T Campus, 1305 Pacific Coast Hwy, Long Beach, CA 90806. Report to room 310 at 6:30 pm. 213/436-1251, 599-2421.

SAT. & SUN., JAN. 8 & 9

MINIBIKE GRAND PRIX, AMRA. Indian Dunes, Valencia, Ca. 9 am Sat. & Sun. $6 mail (12/31), $9 post. Entries: Box 174, Newhall, CA 91321.

SUNDAY, JANUARY 9

ENDURO, CERA. 3rd Annual Easy 1. Limed on I-10 & US 60, E of Indio, Hayfield offramp. Silencers. $6 mail, $7 post. Teams add $1 per rider. 2 legal SAS envelopes to CERA, Box 2102, Cypress, Ca. 90630. Opens 12/1. 714/527-4927.

HARE SCRAMBLES, Vikings. Limed from Y Cafe, Lucerne, Ca. $3.25. 10 am start. Silencers. Trail bikes go all the way. D-37 pts.

ACA MX, Saddleback Park, Ca. $5 mail (1/7), $10 post. Bultaco Series. Prac 8 am, race 9. 926 W 7th St., Upland, CA 91786. 714/982-7370.

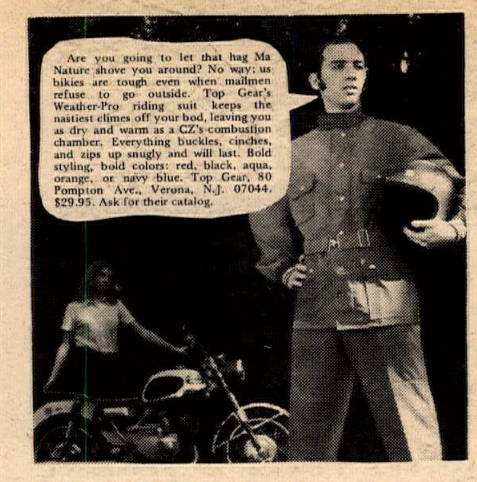
Orange County's newest family cycle ranch
ESCAPE COUNTRY
ROBINSON RANCH □ TRABUCO CANYON
CALL (714) 586-7964

SRA - CAL CITY FUN-RUN ENDURO
Dec. 12th — **70 miles - All classes**
Post entry $8
Finisher Pins + 20% Trophies
SRA
P.O. Box 3882
Torrance, Ca. 90510
Info:
(213) 370-8234
(714) 735-4641

PROSPECTORS M.C.
HARE SCRAMBLES
Dec. 12, 1971
'LAST POINT RUN IN 71'
ENTRY $3.25
Two 36 Mile LOOPS
AMA & Dist. 37 Sanctioned
SILENCERS REQUIRED
Ex-Am 10:00 AM
Novice 10:20 AM
Limed From: Hwy 14 at Red Rock Canyon

New Stuff & Things for Cycles

(Tell them you saw it in CYCLE NEWS!)

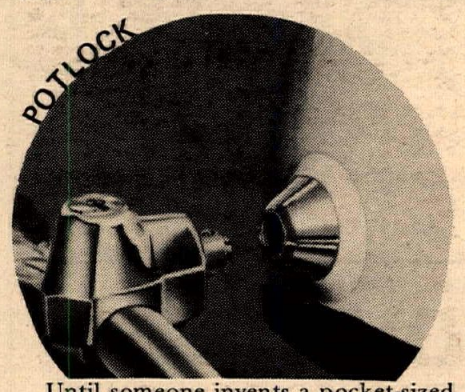


GO, LITTLE HONDA

"Refinement rather than radical change is the best possible method of extracting the astronomical amounts of horsepower which Pop obtains." "Pop" is Hideo Yoshimura, a long-time Honda fan who has spent many years refining Honda parts for the competitor. Now these parts are available for both the privateer and the less sane street rider. For that matter why buy parts when Pop will sell you a whole dang engine? A dollar will get you the catalogue of all the goodies for the 750, 500, 350, and 100/125, and some Honda car stuff. Exciting reading for any Honda fan. Yoshimura Competition, Box 267, Waterford, CA 95386. (213) 874-1138.

RAT CAGE

Reed cages are the coming thing for two-strokes. The reed acts as a metering device and also prevents the charge from backing out during the compression stroke. The result is more low end and less fouled plugs. Slight mods needed to install this Super Rat adapter manifold to a Hodaka Super Rat but all instructions and needed parts come with the kit. Suggested retail is $21.95. G.E.M. Products, Inc. 496 E. St. Charles Road, Carol Stream, Ill. 60187.



Until someone invents a pocket-sized helmet, one of the best ways to avoid lugging the thing in and out of the local beanery is the B-B Lok. The ultra-simple design — it has about as many moving parts as a crescent wrench — and rugged construction means that the helmet will have to be destroyed to be stolen. Any thoughtful crook will leave the whole mess alone and look for less challenging tasks. If your dealer doesn't have it yet send $9.95 to B-B Engineering, Box 5174, Sherman Oaks, CA 91403. Super gift for the high schooler who doesn't have a place to put the helmet you're going to buy him, right?

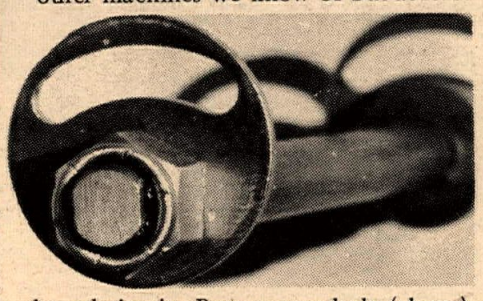
NO FUELING

It might re-vamp a class of racing. Carabela introduces the Canguro, a 125cc, 22 hp, 180 lb. speedway machine. The main tube holds the gas/oil mixture. Makes the perfect Christmas present if the kid got a Mini-Enduro last year. Contact Carabela Motor Imports, 172 Freedom Ave., Anaheim CA 92801.

AJAY FANS:

Now that the Feds are making the people unload them boats, head for your dealer to get the AJS workshop manual you've been waiting for. Tune your 250, 370, and/or 410 the right way with the E-Z-2-follow instructions and diagrams. Ask a dealer. $8.95.

Mike Jackson, the jolly chap who distributes the bikes, had the gumption to walk in here and announce, "The swingarm bolts break on the early models, you know." Happens to lots of other machines we know of but at least



he admits it. Buy a new bolt (above) before (or after) it's too late. From Stormers, Ltd. (Read on.)

No, the Ajay ain't perfect. Engine bolts, this time. But Stormers is on top of it all once again. Get replacement bolts you can set-and-forget. Stormers Ltd., 8412 Katella, Stanton, CA 90680. (714) 827-2650.

ALLISON WONDER LAND

Harold Allison whupped everybody at Ascot this year with a potent 750 Norton and Jody Nicholas. Get the gasket that Jody swears by, the hand-made solid copper one from Harold. At $10, it's a swell gift for the Norton enthusiast whether he owns the bike or not. Nice piece. Call Allison at (213) 921-1946 and tell him you saw it here.

Torco presents the Luger Luber, a handy-dandy grease gun that will fit in the toolbox. It uses — hold on to your seat — Green Grease. Yes, Green Grease is a highly developed lubricant that won't melt, freeze, splatter, or burn. In fact, there's no way you can convince it not to goo once you put it to work. Write to Glenn E. Miller, Public Relations, Torco Oil Co., Santa Fe Springs, CA 90670.

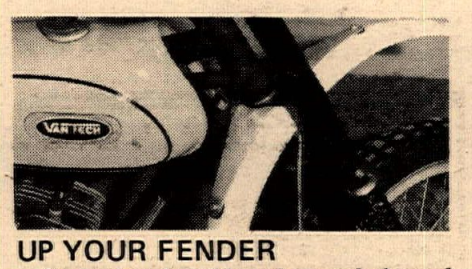
LOOK BETTER

Any Apollo ace worth his Tang knows that orbiting is more fun when you can see out the window and he knows the only way to combat unsightful fogging and condensation is with Fog-Off. Now you, Mr. Motorcyclist, can benefit from the billions of dollars spent developing Fog-Off by using a little yourself. A dollar for a bottle or a package of six towelettes. Remember, only Fog-Off uses a unique mono-molecular film that retards the collection of dust. Fog-Off. Metron, Inc., Box 347, Montvale, NJ 07465.

YOU'VE GOT A LOT TO LIVE

This brilliant Universal Survival Kit by Leisurecraft contains (please read closely) a signal mirror, flashlight, Sterno canned heat, a two-bladed knife, cable saw, 14-oz. aluminum cup, 56-by-84-inch NRC rescue blanket, a metal match, a 30-foot, 360-pound test nylon cord, coffee, sugar, salt, aspirin,

adhesive tape, tin-coated copper wire, a fishhook with a 10-foot leader line, food supply, and a complete survival instruction book. Survival? Heck, you could go on a two-week vacation with this baby. It all fits into a 5x4x3 pouch and weighs a dainty 1½ pounds. You ought to buy one just to see how they did it. Leisurecraft Industries, Inc., 951 Vallejo St., Denver, Colo. 80204.



UP YOUR FENDER

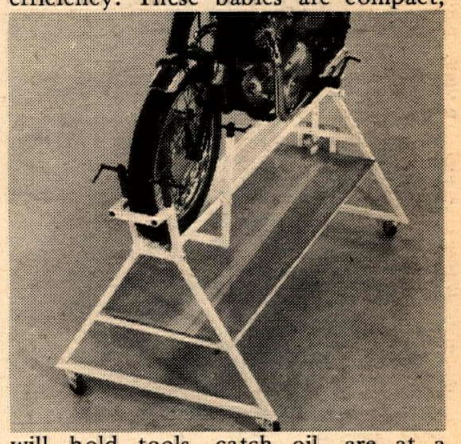
It used to be either the mud clogged your fender or your eyes. The logical compromise turned out to be the high-mounted fender. Owners of the nifty Van Tech leading link end can mount their fender high, too, when they buy this fender brack from Suzuki Fun Center, 515 N. Victory Blvd., Burbank, CA 91502. (213) 845-3778. $8.95.

FOOTSIES

Oli Steinhauser has designed some new spring-loaded pegs for the CZ. Ready to pop on, they cost $16.95. Previous pegs...well, were sort of breaking...but these are tuff. Oli couldn't name the metal used but it's the same stuff crankshafts are made of. So, if the peg breaks prepare to buy a new lower end, too. Also available for the big Suzook and all Huskies at $8.95. 205 S. Pacific Coast Highway, Redondo Beach, CA 90277. (213) 376-5587.

RACK 'EM UP

Porto-Racks were designed by the proprietors of the revolutionary Motorcycle Self Service shop in Southern California. They needed a workshop rack that took a minimum of space and afforded mechanics maximum efficiency. These babies are compact,



will hold tools, catch oil, are at a convenient heighth, and practically load themselves. Shopowners: a happy wrench is a good wrench. Two sizes. Porto Equipment Co., Manufacturing Co., 14639 Arminta St., Van Nuys, CA 91402. (213) 785-6578.

ONE A DAY

Ha-ha-ha-ho-ho-he-he-ha-ha. Really. There are lots of calendars that try to have something funny to say every day but the annual Hodaka Gravel Rash Calendar (this year, featuring a bonus Organic Survival Kit) is about the best found anywhere. And it will make your place look more motorcycley than ever. Order the 1972 edition now to get it before January 1; last year we ordered late and had to wait till March to find out what day it was. $2 postpaid. PN-HC-172. Pabatco, Box 327 A, Athena, OR 97813. (How's that, Ed?)

TUNER TAPES

Last week we wheelied over to Norwalk, Calif. to look in on the offices of "Tuner Tapes," a new concept in do-it-yourself motorcycle repair and maintenance.

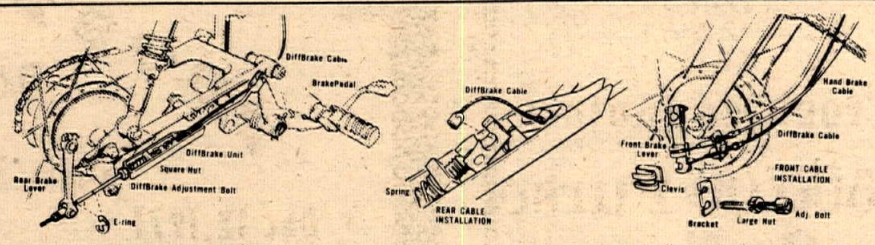
There, speaking his wisdom into a tape recorder between sips from a can of Coors, we found Frank Macklin. His voice was slow and reassuring as he talked an imaginary student through the intricacies of rebuilding a Triumph Bonneville. "Did that sound too simplified," he wondered, shutting off the recorder. Frank recently sold his chain of motorcycle stores to concentrate on Tuner Tapes, an idea he's been nurturing since teaching motorcycle mechanics courses in adult extension school for the past two years.

Many of the students Frank taught how to fix motorcycles have gone on to jobs in the industry, but most merely

wanted to learn how to service their own machines. "No two students owned the same kind of motorcycle," Macklin groaned. So he began toying with the idea of taping his individual, by-the-numbers instruction and Tuner Tapes is the result. He tests his tapes on friends and neighbors who have no mechanical experience and markets them only after said friend or neighbor has performed the job successfully.

The name of his company, Tuner Tapes, gives a hint of what Macklin eventually plans. For the time being, he is concentrating on teaching consumers "just what they need to do the same job they'd have to pay a service department $9.50 an hour for." Then Frank would like to commission the best tuners in the sport to tape such titles as "Tuning the Husky by Malcolm Smith", "Making your Triumph Go by Danny Macias," etc.

Right now the orders are coming in for one different motorcycle at a time, the way Macklin feared they would. But his per-unit break-even point is low, so he's banking on Cycle News readers to try Tuner Tapes and spread the word. For those of us who lack the patience to analyze printed instructions or merely prefer the spoken word, Tuner Tapes is a promising new development in do-it-yourselfery. Call (213) 868-5341.



WHAT'S THE DIFF?

The faster you stop, the faster you can go, unless you're a drag racer. Top racers will teach you the valuable theory of using both brakes for super stopping power but it is difficult to achieve in practice. That's why the DiffBrake is selling so fast right now, they can barely supply the East Coast at this moment. DiffBrake is a kit that links both front and rear brakes to the foot control but still allows proportionate application of both anchors, resulting in optimum stopping power. One expert claims he can get through a corner two seconds faster with DiffBrake. The only disadvantage is that other bikes start hitting you in the rear. For Kawasaki 100-125-175, Yamaha 90-125-175-250-360, Husqvarna, Suzuki 125-185-400, CZ, Bultaco Pursang, late Maico, and Penton. Be sure to say which one and don't be ashamed to ask if they've designed one for your Tohatsu yet. $21.95. DiffBrake, Inc., Box 94, Troy, Mich., 48084. (303) 689-3230.

want ads

'71 125 BULTACO SHERPA
Exceptionally fast, absolutely no scratches, $495.00. (213) 883-1611.

1968 YAMAHA DT1, Konis, Filtron, unbreakable fenders, Gyt kit, boosted forks, new chain and sprocket, good rubber, cherry, never raced, $500. (213) 641-4333.

1971½ YAMAHA 250cc DT1-F ENDURO. Must be seen, includes buddy seat & compression release, $700. (213) 346-6592.

HODAKA 100 — '71 Super B engine, extended forks and swing arm, Ceriani shocks, 19" front wheel, Filtron, handles good. Please call any hour (714) 535-3494. $290.00.

RICKMAN TRIUMPH
WOW $995.00. Phone (213) 774-3133, 7:30 a.m. — 5:30 p.m. Ask for Jerry.

BSA GOLDSTAR — Rebuilt, set-up for dirt. 21" frt. whl., Filtron, never raced, runs strong. College forces sale. $450. C.E. Nash, 1928 Ellendale, Reno, Nv. 89502. (702) 322-0222.

'70 SACHS 125. 4 hrs on top end & trans. Koba shift kit, nu Akront with nu tire, many extras, never miss a shift. Must sell, $400. (213) 833-7240.

SELL OR TRADE
1968 Bultaco set up for T-T. New rings & piston, $500.00 or trade for MX bike of equal value, want Bul, Husky, Ossa or ? (213) 697-5220.

1971 MAICO. In storage past 6 months, looks new, $795.00. (714) 522-3988.

SPEEDWAY JAP, Rotrax type, like new, $500.00. JAP Twin engine, 1100cc, $1,000.00. JAP Twin engine and complete bike, $500.00. (213) 786-3570.

HONDA Super 90, now 100cc. Runs good, $100.00. (714) 837-9732.

YAMAHA MX — '69, 250, exc., never raced, $425.00. (213) 347-4795.

SPOIL YOURSELF
Ultimate motorcycle carrier, 1967 Airstream self contained trailer with special frame to carry three bikes, many extras. Difficult to tell from new, $2795.00. (213) 662-2994.

TRIUMPH SPECIALIST
Tune-ups, major repairs, wheel lacing, cylinder boring (any size), valve & head work, racing engine, precision machine work and glass bead cleaning. Jim Drinker, 120 San Lorenzo, Pomona, Cal. (714) 620-1047.

'69 YAMAHA 125 ENDURO. Akronts and other extras, street legal. '67 Suzuki 250 X-6, new paint, tires, immaculate cond. $275 each or offer. (714) 242-3314.

HODAKA 100, '70 engine, torque and 5 ported, 26mm carb., hi comp. head, best suspension, $950.00 invested. Much more, barely ridden, ideal X-mas gift, $350.00. Bruce (213) 472-7762.

'71 BULTACO 175cc ENDURO
2 mos. old, 300 mi., st. legal. $580 excel. cond., 22 H.P. (415) 837-1189.

1971 KAWASAKI 250 Enduro, perfect cond., best deal, $550.00. (213) 498-3172.

'67 MONTESA FRAME, swinging arm and wheels, $45.00. '71 Montesa barrel, piston, head, $55.00. Inter-cases and pipe for 125cc Montesa — will interchange with 175cc. (213) 348-3818.

1970 BULTACO PURSANG TT
5 port, Nickel frame, new cables, tires, bars, comp. release, silencer, race ready, fast. $600.00 firm. (714) 627-4988.

WANTED: Montesa Cappra — side panels, air box, what ever! (213) 348-3818.

'69 YAMAHA ENDURO, 175cc, dirt or street. Only 680 miles, good as new, street legal. Wife's bike, first $400.00 takes. (714) 968-6283.

1970 HUSKY 400 — New bore, tire, raced once, need car! $750.00. (714) 737-5127.

1970½ GREEVES GRIFFON
380cc, Springers, Waters skid plate, rebuilt engine, desert tank, bars, runs great, used little. $795 or trade for 360 Husky. (213) 596-8832.

JOYCE MAY, Invaders Vegas pit crews, thanks.
Wes Jr. 2x

SUZUKI X-6 FLATTRACKER won Calif. State ½ mi. championship at Ascot. Trackmaster, Krober ignition, Barnes, straight cut, primary gears, engine by Kanemoto, Ceriani, Konis, all new engine, $1500. Also have '70¾ Montesa 250, 7 ported, Micro sealed, extra pipes, sprockets, etc. $700. (408) 424-4913.

'70½ HODAKA. VAN TECH chamber, Webco head, one way release, matched ports, alloy sprocket, street equipment, never raced, $350.00. (707) 433-2215.

'70 YAMAHA 125 MX. Many extras, better than new. (213) 832-1304.

'69 BULTACO Lobito 100, must see, excellent condition, $250. (213) 832-1304.

1969 HONDA CL90, $150.00. '66 Triumph, $500.00 street legal. (714) 521-7618.

1971 SUZUKI 185, 5 months old, like new, $500.00. (213) 530-4654.

BAD INJURY FORCES:
'71 Yam: 360 MX, frame lowered (2"). K&N bars, Curnutts rear, it's very new. (Bills) force sale, must sell!! Hooker exhaust!! $700.00. Ask for Leon nite (213) 433-0546, days (213) 438-6057.

'71 YAMAHA 175 — Like new, low mileage, a cherry, $495.00. (213) 443-5349.

FOR SALE: Pr. new Borg shocks, $20. New Turner pipe for AT1, $25. Hodaka & Sachs exp. chamber, $25 ea. Ossa 2½ gal. gas tank, $25.00. (213) 443-5349.

1970 SUZUKI 90. 8-speed, 100cc Gyt kit, new crank, bearings and seals. Mavrick shocks, K&N filter, MX pegs, fork kit, extra gears, $325. (213) 630-4910.

JOB NEEDED
Four yrs. exp. as partsman & manager Triumph, Honda, Yamaha, Suzuki, Montesa, Bultaco, BMW. (714) 983-6904.

DEALER & SERVICES DIRECTORY

For listing here write Cycle News, P.O. Box 498, Long Beach, Cal. 90801 or call (213) 427-7433 (ad dept.) Each individual listing $100.00 per year (50 issues).

CALIFORNIA

ALHAMBRA
STEEN'S INC., 1635 W. Valley Blvd., (213) 289-4351 "SUPERGOODIES!" Wholesale: Rickman motorcycles and Metisse kits. Steen mini-cycles. Retail sales: Taco mini-bikes, Ceriani forks, rear shocks and brakes. Magura levers, Steen C chemical motor oil, and our no. 10 catalog full of other good stuff! Hours: 8:30—5:30 Mon. thru Friday. Saturdays 8:30—12:30. Come see us!

ANAHEIM
ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

BELLFLOWER
BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

PAUL'S HARLEY-DAVIDSON — 16211 S. Lakewood Blvd., Bellflower. Ph: 634-1222. H-D — Suzuki — Maico. New & used motorcycles. New & used parts — by mail order, too. Complete parts and accessories. Weekdays 9-6; Sat. 8-5. Lakewood Blvd. off 91 Freeway North.

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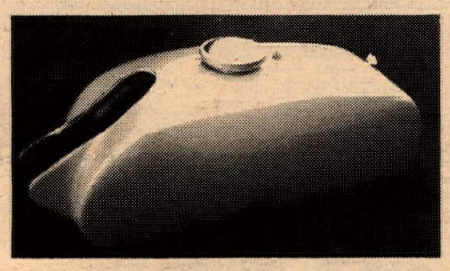

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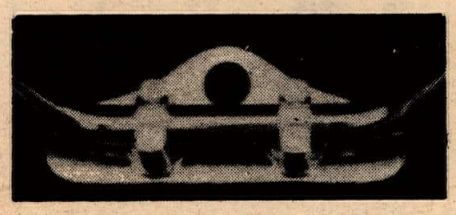

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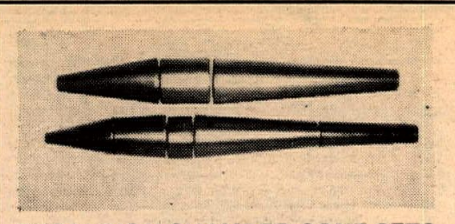

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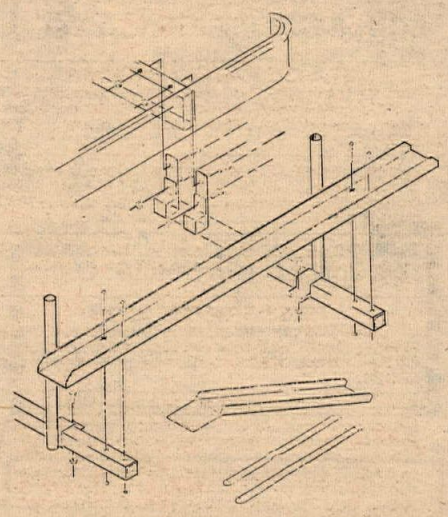

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